2004 Preliminary Casualty Collisions

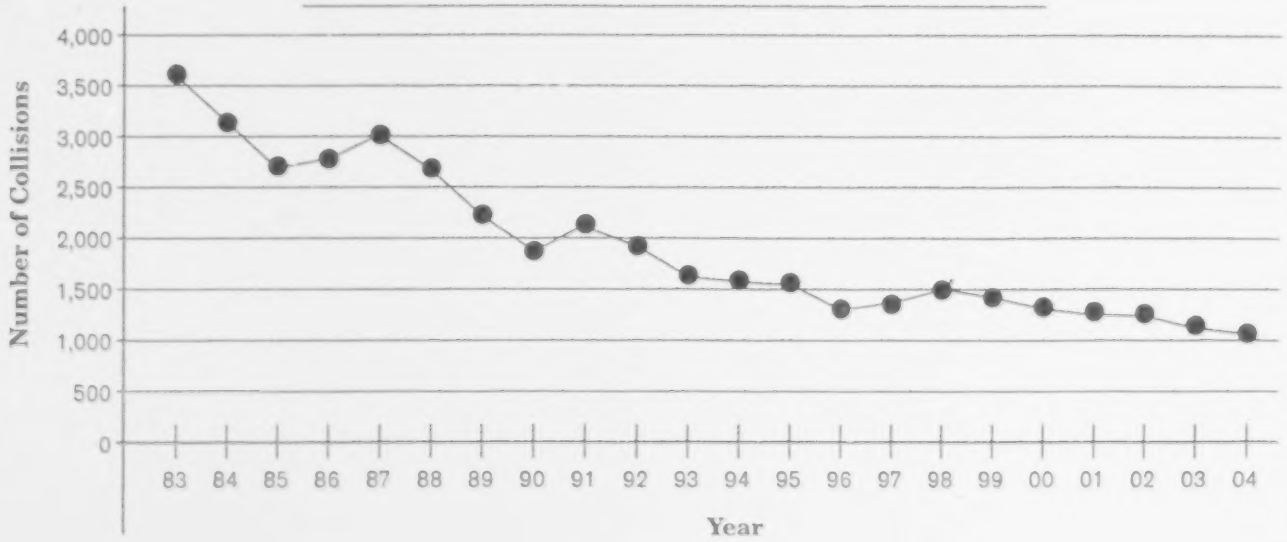
Fewer people died on Saskatchewan roads last year, with the lowest number of fatal collisions ever recorded in a single year. In 2004, 126 people died as a result of traffic accidents in Saskatchewan. Of these, 103 were vehicle occupants, 14 were pedestrians, four were bicyclists, two were motorcyclists and three were operators of a snowmobile, an ATV or a farm vehicle. The number represents a 14.9 per cent decrease from the 2003 figure of 148. Fatalities were also 16.4 per cent lower than the previous three-year average of 150.7.

Fewer people were also injured in 2004. Traffic collisions resulted in 7,284 injuries, 5.2 per cent lower than the 2003 number of 7,684 and 0.5 per cent lower than the previous three-year average of 7,320.

There is a continuing long-term decreasing trend in the overall number of alcohol-related traffic collisions and associated casualties (injuries and deaths) in the province. However, alcohol use continues to be the dominant contributing factor to fatal collisions in Saskatchewan. It was a factor in 44 fatal collisions in 2004, lower than the previous three-year average of 58 crashes per year. The number of injuries resulting from alcohol involved crashes was 786 in 2004, a 4.2 per cent drop from the previous three-year average of 820.

The proportion of fatally injured vehicle occupants who were unbuckled increased from 42 per cent in 2003 to 45 per cent in 2004. Additionally, 65 per cent of all deaths involving unbelted occupants resulted from single vehicle incidents. The issue of low seat belt use among fatally injured vehicle occupants continues to be a concern on our rural and First Nations roads. Sixty-two per cent of 21 vehicle occupant deaths on rural roads involved unbelted occupants. All three of the fatalities reported on First Nations roads involved unbelted people.

Collisions Involving Alcohol by Year



Fatal Collisions by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	24	21	18	17	18	17.7	16	-9.4
Highways	89	77	68	70	76	71.3	64	-10.3
Rural	29	29	42	29	34	35.0	22	-37.1
Other	8	10	12	7	8	9.0	3	-66.7
Totals	**150**	**137**	**140**	**123**	**136**	**133.0**	**105**	**-21.1**

Deaths by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	26	21	18	18	20	18.7	17	-8.9
Highways	110	88	85	81	85	83.7	82	-2.0
Rural	41	32	45	31	35	37.0	24	-35.1
Other	12	10	12	7	8	11.3	3	-73.5
Totals	**189**	**151**	**167**	**137**	**148**	**150.7**	**126**	**-16.4**

ALCOHOL INVOLVED Fatal Collisions by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	10	9	8	3	4	5.0	6	20.0
Highways	28	17	29	23	32	28.0	19	-32.1
Rural	18	11	25	18	15	19.3	17	-12.1
Other	8	2	6	4	7	5.7	2	-64.7
Totals	**64**	**39**	**68**	**48**	**58**	**58.0**	**44**	**-24.1**

ALCOHOL INVOLVED Deaths by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	11	9	8	3	4	5.0	6	20.0
Highways	36	22	37	25	37	33.0	28	-15.2
Rural	27	14	25	19	15	19.7	17	-13.6
Other	12	2	9	4	7	6.7	2	-70.0
Totals	**86**	**47**	**79**	**51**	**63**	**64.3**	**53**	**-17.6**

Injury Collisions by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	3,547	3,559	3,061	3,276	3,604	3,313.7	3,351	1.1
Highways	1,142	1,074	1,066	1,084	1,070	1,073.3	1,174	9.4
Rural	605	610	621	582	628	610.3	515	-15.6
Other	182	200	163	175	152	163.3	147	-10.0
Totals	**5,476**	**5,443**	**4,911**	**5,117**	**5,454**	**5,160.7**	**5,187**	**0.5**

Injuries by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	4,828	4,778	4,046	4,340	4,719	4,368.3	4,387	0.4
Highways	1,980	1,827	1,716	1,744	1,759	1,739.7	1,908	9.7
Rural	926	931	952	947	963	954.0	787	-17.5
Other	301	325	250	281	243	258.0	202	-21.7
Totals	**8,035**	**7,861**	**6,964**	**7,312**	**7,684**	**7,320.0**	**7,284**	**-0.5**

ALCOHOL INVOLVED Injury Collisions by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	283	297	211	239	252	234.0	263	12.4
Highways	139	127	134	130	110	124.7	90	-27.8
Rural	82	78	73	77	68	72.7	71	-2.3
Other	51	51	47	64	47	52.7	35	-33.5
Totals	**555**	**553**	**465**	**510**	**477**	**484.0**	**459**	**-5.2**

ALCOHOL INVOLVED Injuries by Road System

Road System	1999	2000	2001	2002	2003	Average 2001-2003	2004	% Change
Urban	448	462	340	339	369	349.3	403	15.4
Highways	275	250	269	211	212	230.7	185	-19.8
Rural	170	149	142	158	127	142.3	144	1.2
Other	100	91	83	113	99	98.3	54	-45.1
Totals	**993**	**952**	**834**	**821**	**807**	**820.7**	**786**	**-4.2**

Casualties by Road User Class

Victim Class	1999		2000		2001		2002		2003		2004	
	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths	Injuries	Deaths
Drivers	4,487	91	4,437	80	3,975	93	4,235	70	4,526	87	4,281	66
Passengers	2,793	72	2,642	48	2,302	49	2,360	43	2,387	34	2,340	37
Pedestrians	359	14	370	18	367	15	365	17	329	16	277	14
Bicyclists	198	4	207	1	191	3	166	2	215	0	185	4
Motorcyclists	120	2	145	2	132	3	127	3	176	4	155	2
Not stated/other	78	6	60	2	57	4	59	2	51	7	46	3
Total	8,035	189	7,861	151	6,964	167	7,312	137	7,684	148	7,284	126

Per cent Seat Belt Use of Injured Drivers and Passengers in 2004

	Injuries Seat Belt Use (%)				Deaths Seat Belt Use (%)			
	Injuries	Yes	No	Not Stated	Deaths	Yes	No	Not Stated
Urban Strrets	3,846	89.1	4.0	7.0	9	77.8	11.1	11.1
Highways	1,841	86.0	8.1	5.9	70	44.3	41.4	14.3
Rural Roads	768	73.8	19.5	6.6	21	33.3	61.9	4.8
Other	166	65.1	28.9	6.0	3	0.0	100.0	0.0
Total	6,621	85.8	7.6	6.6	103	43.7	44.7	11.7

SEAT BELTS SAVE LIVES

For more information contact:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260 – 11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
e-mail: dmcnaughton@sgi.sk.ca
Web site: www.sgi.sk.ca

Published by authority of Auto Fund, SGI

SGI

Take care out there.

SASKATCHEWAN TRAFFIC ACCIDENT FACTS

2003

SGI

Take care out there.

2003 QUICK FACTS

(2003 Compared to 2002)

	2002	2003	% CHANGE
Property Damage Only Collisions *	29,241	35,561	21.6 **
Personal Injury Collisions *	5,117	5,454	6.6
Fatal Collisions *	123	136	10.6
Total Reported Collisions *	34,481	41,151	19.3 **
Number of Deaths	137	148	8.0
Number of Injuries	7,312	7,684	5.1
Provincial Highway Collisions	6,774	9,299	37.3 **
Rural Road Collisions	3,132	4,571	45.9
Urban Street Collisions	22,622	24,802	9.6 **
Other Locations	1953	2479	26.9 **
Registered Vehicles	721,999	731,891	1.4
Licensed Vehicle Operators	666,374	668,572	0.3
Saskatchewan Population	1,011,808	1,007,753	-0.4
Collisions Per 100 Licensed Operators	5.17	6.16	19.0 **
Collisions Per 100 Registered Vehicles	4.78	5.62	17.7 **
Collisions Per 100 Population	3.41	4.08	19.8 **
Casualty Collisions Per 100 Licensed Operators	0.79	0.84	6.3
Casualty Collisions Per 100 Registered Vehicles	0.73	0.76	5.2
Casualty Collisions Per 100 Population	0.52	0.55	7.1

*Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles and property exceed $1,000 or when personal injuries are sustained, whereas collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

**Property damage only collisions in 2002 increased due to a change in reporting procedures.

Executive Offices
2260 – 11th Avenue
Regina, Saskatchewan
CANADA S4P 0J9
Tel: (306) 751-1200
Fax: (306) 525-6040

Letter of Transmittal

March 2005

To: Saskatchewan's Traffic Safety Community

I am pleased to present to you "Saskatchewan Traffic Accident Facts" for 2003.

Much of the information in this report comes from SGI's database on motor vehicle crashes called "TAIS" (Traffic Accident Information System), which in turn relies on the dedicated efforts of law enforcement officers throughout Saskatchewan and SGI's team of Claims Adjusters. The invaluable efforts of both groups in providing us with reliable, complete information about crashes has made this publication possible.

Beginning with the 2003 Traffic Accident Facts, each year's annual report will also be available on SGI's web site at www.sgi.sk.ca. By making TAIS available online, we hope to facilitate timely access to the data while also widening its reach.

Too many people continue to be injured and die on Saskatchewan roads as a result of traffic accidents. SGI will continue to focus its efforts and partnerships with you to help improve road safety in Saskatchewan.

We hope that the information contained in this report will assist you in making informed decisions regarding the road safety issues that we all face on a daily basis.

Please do not hesitate to contact SGI should you need any additional information.

Yours truly,

Jon Schubert
President

2003 SUMMARY

In 2003, the number of property damage only (PDO) accidents increased by 49.5 per cent compared to the previous three-year average. As well, the number of fatal collisions and injury collisions in 2003 also increased compared to the numbers from 2002. These numbers indicate that the sharp rise in the number of PDO accidents is due to the change in reporting procedures. Because of the change, year to year comparisons of PDO accidents will not be possible until data for 2004 are compiled.

There were 41,151 traffic accidents in total recorded in TAIS in 2003. The number for 2002 was 34,481 and the previous three-year average was 30,030. The 2003 results correspond to a 37 per cent increase over the previous three-year average and a 19.3 per cent increase over the 2002 statistics. These increases are also largely attributable to the change in accident reporting procedures.

The traffic fatalities in 2003 represent an eight per cent increase from the 2002 figure of 137. However, fatalities were marginally lower than the previous three-year average of 151. The number of people injured as a result of traffic collisions in 2003 was 5.1 per cent more than the 2002 number of 7,312 and 4.1 per cent higher than the previous three-year average of 7,379.

The total number of alcohol-related collisions in 2003 was 1,240 compared to the 2002 figure of 1307. There were 58 alcohol-related fatal accidents which is 42.6 per cent of all fatal crashes, higher than the previous three-year average of 38.7 per cent. In addition, the number of injuries resulting from alcohol involved crashes was 807 in 2003 which represents a 7.1 per cent drop from the previous three-year average. Overall, we see a long-term decreasing trend in the number of alcohol-related traffic accidents and associated casualties (injuries and deaths) in the province. However, alcohol-related accidents continue to be the leading contributor to traffic fatalities in the province.

The issue of low seat belt use by fatally injured occupants continues to be a concern on our rural and First Nations roads. Sixty per cent of vehicle occupant deaths on rural roads involved unbelted occupants. All of the fatalities reported on First Nations roads involved unbelted people.

Is your child protected?

It's important to use a child safety seat to keep your young ones safe while travelling.

In a crash, children who are not properly buckled can suffer serious injuries by being thrown around the inside of the vehicle, or even being thrown out of the vehicle. If a child without a safety seat is in a vehicle going 50 km/h and the vehicle crashes, the impact would be the same as dropping the child from a third-story window.

SGI surveys show that half of Saskatchewan children age eight and under are not properly fitted and secured in car seats.

It is the law that small children who weigh 18 kg (40 lbs.) or less be properly fitted into a safety seat that is fastened into the vehicle by a seat belt. Car seats that face forward also come with a tether strap. To comply with the law, tether straps need to be attached to the vehicle.

Children that weigh between 18 kg (40 lbs.) and 27 kg (60 lbs.) should ride in a booster seat.

get the right fit

For more information on child safety seats, including how to make sure your child is properly fitted and secured, phone SGI toll free at 1-800-667-8015, ext. 6179 or visit the SGI web site: www.sgi.sk.ca

Introduction

The Traffic Accident Information System (TAIS) is a computer-based system that compiles information on traffic collisions occurring on Saskatchewan highways. This information is captured from traffic collision reporting by Saskatchewan police agencies and SGI claims in accordance with Section 83 of *The Highway Traffic Act*.

TAIS provides valuable information for many traffic collision countermeasure programs and has done so since its inception in 1979. As a result of changing needs and improved technologies, a new TAIS was implemented in January 1991 consisting of a personal computer-based system that provided an adaptability to client needs. In January 2001, a new form was introduced for the reporting of property damage only collisions not attended by police agencies. This form made it easier for police to record the necessary information on traffic collisions reported at the police station.

Additional system modifications implemented Aug. 1, 2002 further streamlined the reporting process. Traffic collisions that involve bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed continue to be reported to police. Information on all other types of collisions are collected through SGI's claims reporting process. These efforts have freed up valuable police resources that can be devoted to other high priority issues.

TAIS, the MVA report forms and various collision publications are administered by the Saskatchewan Auto Fund. The collection of this valuable data is made possible by the efforts and dedication of police officers and SGI claims staff who complete their respective collision investigation reports and insurance claims.

TAIS Definitions

REPORTABLE MOTOR VEHICLE COLLISION - an incident involving one or more motor vehicles in transport resulting in personal injury or a minimum of $1,000 in property damage, not including damage to cargo. TAIS records only reportable motor vehicle collisions that occur on public roadways. While legislation requires the reporting of private property collisions, they are not recorded on TAIS. The following is a list of words and terms used in reportable motor vehicle collisions:

INCIDENT - any set of motor vehicle events, not under human control, that include at least one occurrence of injury or damage. It originates when human control of the vehicle is lost and terminates when control is regained, or in the absence of persons who are able to regain control, when all persons and property are at rest. This excludes events that are the result of deliberate intent, legal intervention or natural disasters. For example, if a vehicle catches fire due to mechanical failure and the driver is able to stop safely, a motor vehicle collision did not occur because control of the vehicle was never lost.

MOTOR VEHICLE - any motorized mechanically or electrically powered land vehicle not operated on rails. Collisions that involve only construction or maintenance equipment within the right of way are not reportable on TAIS.

IN TRANSPORT - means "in motion or being operated" on a roadway.

DAMAGE - harm to property that reduces the monetary value of that property. It includes harm to animals that have monetary value. It excludes mechanical failure during normal operation, such as a tire blowout.

PUBLIC ROADWAY - any highway, secondary road, rural road, street, avenue, parkway, lane, alley or bridge designed and intended for or used by the general public for the passage of motor vehicles. This includes sidewalks, boulevards and the immediate right of way adjacent to and parallel with the roadway. It does not include privately maintained roads, driveways or parking lots.

SNOWMOBILES AND OFF-HIGHWAY VEHICLES - collisions involving snowmobiles and off-highway vehicles that occur within the right-of-way of a public roadway are recorded as part of that roadway. If they occur outside of the right of way, they are on private property.

ROAD AUTHORITY - the jurisdiction responsible for the general maintenance and traffic safety of the road. The following is a list of Road Authorities and location breakdowns used in the MVA report:

URBAN LOCATION - any street, lane or back alley as defined in codes 01 and 02 below which is within the incorporated limits of a city, town, village or hamlet, except those streets recorded as a numbered highway.

01. STREET - any public road of an urban street system under the maintenance or jurisdiction of the municipal government. In the case where a road is maintained by a municipal government and would more easily be coded as a numbered highway, exceptions may be made.

02. LANE/BACK ALLEY - any alley or lane within an urban area intended for use by the public and maintained by the local government.

HIGHWAY LOCATION - any rural/urban highway, provincial road, community access or service road, or other highway as defined in codes 03, 04 and 05 below.

03. RURAL/URBAN HIGHWAY - any numbered provincial highway in a rural area or urban area with a population less than 1,000 that is maintained by Saskatchewan Highways and Transportation, and any roadways within urban limits that the police have been permitted to code as a highway for convenience (see street definitions).

04. PROVINCIAL ROADS (900 series highways) - any public highway with a highway number greater than 900.

05. COMMUNITY ACCESS, SERVICE ROAD/OTHER - roads built and maintained by Saskatchewan Highways and Transportation providing access to communities, industrial plants and/or land parcels.

RURAL ROAD LOCATION - any designated grid, municipal or other road as defined in codes 06 and 07 below.

06. DESIGNATED GRID ROAD - a municipal road designated as a municipal grid or main farm access road on the Saskatchewan Municipal Road Inventory Maps and posted with customary grid road signs. Collisions on grid roads going through First Nations are coded to the First Nations (code 09).

07. MUNICIPAL/OTHER RURAL ROAD - any rural municipal road not designated as a grid road. These will include trails, bladed and non-bladed roads, and local streets in

unorganized hamlets. Collisions on municipal roads going through First Nations are coded to the First Nations (code 09).

OTHER LOCATIONS - any location not identified under urban, highway or rural road locations.

08. PRIVATE LAND/PARKING LOT - privately-owned property, both in rural and urban areas, such as parking lots, parkades, farmyards, private roads, driveways, service station lots, etc. Accidents coded to this Road Authority are **not** recorded on TAIS.

09. FIRST NATIONS (Grid or Municipal Road) - any public road within a First Nation boundary, other than a provincial highway, serving as an access or internal road for a First Nation.

10. NORTHERN FOREST ROAD - roads in forested areas built and maintained with the primary intent of providing access to forestry operations.

11. FEDERAL/PROVINCIAL LANDS - any road other than a numbered provincial highway serving as a public access or internal road to federal or provincial land such as parks, federal community pastures, etc.

12. NOT KNOWN - this code is intended for use only when a general location is definitely not known.

PROPERTY DAMAGE ONLY COLLISION (Property Damage) - a motor vehicle collision resulting in total damages over the prescribed amount as defined in *The Highway Traffic Act* ($1,000) with no personal injuries or deaths.

TRAFFIC INJURY COLLISION (Personal Injury) - a motor vehicle collision resulting in a non-fatal injury to one or more persons. An injury is defined as any bodily harm resulting from the collision.

TRAFFIC FATALITY COLLISION (Fatal) - a motor vehicle collision resulting in death within 30 days to one or more involved persons.

Due to differences in reporting definitions, the numbers of collisions and associated casualties published in this report do not necessarily reflect the collision and injury claims experience of the Saskatchewan Auto Fund. Traffic collisions are reported in the Traffic Accident Information System (TAIS) only when the estimated repair costs for all vehicles exceed $1,000 or when personal injuries are sustained, whereas a collision claim may occur for any amount of property damage over the applicable deductible. Private property and parking lot collisions as well as deliberate acts of vandalism or natural causes are also not recorded in TAIS.

The information presented in this publication reflects all police and insurance claim reports known to SGI as of March 2005. Since the TAIS is updated on a continual basis, information in future publications may vary from what is published in this report.

Contents

			Page
		Quick Facts - Inside Front Cover	
Section 1		**Historical Trends**	**1**
Figure	1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3	Trends in Collision Rates (Collisions / MvKm) for Provincial Highways and Rural Roads	4
	1.4	Trends in Total Victims by Road System	4
	1.5	Trends in Property Damage Only Collisions	5
	1.6	Trends in Personal Injury Collisions	5
	1.7	Trends in Fatal Collisions	6
	1.8	Trends in All Reported Collisions	6
	1.9	Property Damage Only Collisions by Month and Year	7
	1.10	Total Injuries by Month and Year	7
	1.11	Total Deaths by Month and Year	8
	1.12	Total Collisions by Month and Year	8
Section 2		**Time of Occurrence**	**9**
Figure	2.1	Persons Injured by Month of Occurrence	11
	2.2	Persons Killed by Month of Occurrence	11
	2.3	Total Collisions by Month of Occurrence	11
	2.4	Collisions and Victims by Month of Occurrence	11
	2.5	Collisions During 2003 Holiday Periods	11
	2.6	Provincial Highway Collisions and Travel by Time of Day	12
	2.7	Provincial Highway Collisions and Travel by Day of Week	12
	2.8	Collisions on All Roads by Time of Day and Day of Week	12
Section 3		**Major Contributing Factors**	**13**
Figure	3.1	Major Contributing Factors by Collision Severity	15
	3.2	Collisions by Severity Where Human Condition was a Major Contributing Factor	15
	3.3	Collisions by Severity Where Human Action was a Major Contributing Factor	15
	3.4	Collisions by Severity Where Vehicle Condition was a Major Contributing Factor	16
	3.5	Collisions by Severity Where Environmental Condition was a Major Contributing Factor	16
	3.6	Collisions by Road System Where Human Condition was a Major Contributing Factor	17
	3.7	Collisions by Road System Where Human Action was a Major Contributing Factor	17
	3.8	Collisions by Road System Where Vehicle Condition was a Major Contributing Factor	17
	3.9	Collisions by Road System Where Environmental Condition was a Major Contributing Factor	18
	3.10	Major Contributing Factors in Collisions by Road System	18
Section 4		**Environmental Factors**	**19**
Figure	4.1	Collisions by Road Surface Condition and Severity	21
	4.2	Collisions by Light Condition and Severity	21
	4.3	Collisions by Weather Condition and Severity	21
	4.4	Intersection Related Collisions by Severity	22
	4.5	Non Intersection Related Collisions by Severity	22
	4.6	Collisions by Configuration and Severity	23

	4.7	Collisions by Configuration and Road System	23
	4.8	Vehicles in Collisions by Roadway Alignment and Severity	24
	4.9	Sequence of Events by Severity	24
	4.10	Sequence of Events by Road System	25
	4.11	Vehicles in Collisions by Road Characteristics and Severity	25
Section 5		**Driver Factors**	**27**
Figure	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	29
	5.2	Drivers in Collisions and Relative Risk by Driver Age	30
	5.3	Licensed Drivers by Age, Gender and Year	31
	5.4	Drivers in Collisions by Age, Gender and Year	32
	5.5	Drivers in Collisions by Age, Collision Severity and Year	32
	5.6	Number of Charges Resulting from Collisions by Severity of Collision	33
	5.7	Number of Occurrences of Human Action by Age	33
	5.8	Number of Charges Resulting from Collisions by Age	34
	5.9	Number of Occurrences of Human Condition by Age	34
	5.10	Number of Drivers Involved in Collisions by Licence Class and Age	35
	5.11	Number of Drivers Involved In Collisions by Year and Age	35
	5.12	Convictions 1998 to 2003	36
	5.13	Criminal Code Convictions 1998 to 2003	37
	5.14	Convictions, Licensed Drivers & Drivers in Collisions by Age Group	38
	5.15	Convictions and Collisions by Age Group	38
Section 6		**Vehicle Factors**	**39**
Figure	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	41
	6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	41
	6.3	Number of Vehicles in Collisions by Type of Towed Trailer	42
	6.4	Number of Vehicles by Pre-Collision Vehicle Action and Severity	42
	6.5	Collisions Involving Dangerous Goods	43
	6.6	Truck Collisions by Year	43
	6.7	Trucks Involved in Collisions by Truck Type	43
	6.8	Motorcycle Collisions by Year	44
	6.9	Vehicle Registrations by Year	44
Section 7		**Victims and Safety Restraints**	**45**
Figure	7.1	Fatal Classification	47
	7.2	Injury Classification	47
	7.3	Victims Injured by Road User Class and Age Group	48
	7.4	Victims Killed by Road User Class and Age Group	48
	7.5	Victims Injured or Killed by Road User Class and Gender	48
	7.6	Vehicle Occupants by Injury Class and Safety Restraints Used	49
	7.7	Severity of Injury by Safety Restraints Used	49
	7.8	Vehicle Occupants by Injury Class and Age Group	50
	7.9	Definitions - Injury Classifications and Vehicle Occupants	50
Section 8		**Fatal Collisions**	**51**
Figure	8.1	2003 Fatal Summary	53
	8.2	2003 Listing of Fatal Collisions	55
Section 9		**Pedestrians**	**63**
Figure	9.1	Pedestrians Injured or Killed by Age Group	65
	9.2	Pedestrians Injured or Killed by Action and Age Group	65
	9.3	Pedestrians Injured or Killed by Road System	65
	9.4	Pedestrian Collisions by Time of Day	66
	9.5	Pedestrian Collisions by Month	66

Contents

Section 10		**Alcohol**	**67**
Figure	10.1	Number of Collisions and Victims Involving Alcohol by Year	69
	10.2	Per cent of Collisions and Victims Involving Alcohol by Year	70
	10.3	Alcohol-Involved Collisions by Month and Year	71
	10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	72
	10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	73
	10.6	Collisions Involving Drinking Drivers by Day of the Week	74
	10.7	Collisions Involving Drinking Drivers by Time of Day	74
	10.8	Collisions Involving a Drinking Driver	75
	10.9	Collisions Involving Pedestrians or Cyclists That Had Been Drinking	75
	10.10	2003 Drinking Drivers by Driver Age	76
	10.11	2003 Injury Classification In Casualty Collisions by Alcohol Involvement	76
	10.12	Injury Class by Alcohol Involvement	76
	10.13	2003 Drinking Drivers by Gender and Severity of Collision	77
	10.14	Drinking Drivers In Collisions by Gender by Year	78
	10.15	Drinking Drivers In Collisions by Collision Severity by Year	78
Section 11		**Traffic Collision Statistics**	**79**
Figure	11.1	2003 Traffic Collision Statistics by Highway Control Section	81
	11.2	Highway Collisions by Road Classification and Severity	98
	11.3	2003 Traffic Collision Statistics by Urban Communities with a Population of 5,000 or More	99
	11.4	2003 Pedestrian Collisions in Urban Communities With a Population of 5,000 or More	100
	11.5	2003 Bicycle Collisions in Urban Communities With a Population of 5,000 or More	100
	11.6	Alcohol-Involved Collisions in Urban Communities With a Population Of 5,000 or More	100
	11.7	Traffic Collision Statistics by Intersection Top 15 Locations Frequencies in Saskatoon, Regina & Prince Albert	101
	11.8	2003 Traffic Collision Statistics in Urban Communities With a Population Between 250 and 5,000	102
	11.9	2003 Traffic Collision Statistics by Rural Municipality	107
	11.10	Traffic Collision Rate Map by Rural Municipality	114
Section 12		**Other Provinces**	**115**
Figure	12.1	Total Collisions and Casualties in Canada	117
	12.2	2003 Casualty Rates per Billion Vehicle Kilometres	117
	12.3	1994 – 2003 Seat Belt Use in Canada by Province/Territory	117
	12.4	List of Provincial Contacts	118
Appendix			**119**
Section	A 1.1	Collision History on Provincial Highways	121
	A 1.2	Collision History on Urban Streets	122
	A 1.3	Collision History on Rural Roads	123
	A 1.4	Collision History on Other Roads	124
	A 1.5	Collision History on Rural and Other Roads Combined	125
	A 1.6	Collision History on All Provincial Roads	126
	A 1.7	Collision History Rates - All Provincial Roads	127
	A 2	Fatal Accident Location Map - Rural Provincial Highways	128
	A 3	Saskatchewan Motor Vehicle Accident (MVA) Report Form	129
	A 4.1	Saskatchewan MVA Report Form Template - Front	130
	A 4.2	Saskatchewan MVA Report Form Template - Back	131

Historical Trends

Contents:

			Page
Figure	1.1	Trends in Licensed Drivers, Vehicle Registrations and Collisions	3
	1.2	Trends in Casualty Collision Rates by Vehicles, Drivers and Population	3
	1.3	Trends in Collision Rates (Collisions / MvKm) for Provincial Highways and Rural Roads	4
	1.4	Trends in Total Victims by Road System	4
	1.5	Trends in Property Damage Only Collisions	5
	1.6	Trends in Personal Injury Collisions	5
	1.7	Trends in Fatal Collisions	6
	1.8	Trends in All Reported Collisions	6
	1.9	Property Damage Only Collisions by Month and Year	7
	1.10	Total Injuries by Month and Year	7
	1.11	Total Deaths by Month and Year	8
	1.12	Total Collisions by Month and Year	8

Historical Trends

This section illustrates the 25-year history of collisions, victims, licensed drivers and vehicles.

Reporting definitions must be considered when looking at past trends. Changes to the reporting thresholds have resulted in large declines in property damage only collisions during the years 1970, 1984 and 1993. The years 1979 and 1981 also reflect changes in the data collection procedures and the recording of private property collisions. The continued reduction in police resources available for traffic enforcement has also had an effect on the number of property damage only collisions being reported. This is especially true for the reporting of wildlife collisions since 1996.

The traffic accident reporting system was streamlined, effective August 1, 2002, so that only collisions involving bodily injury, death, hit and run, an out of province vehicle, an impaired operator or where vehicles have to be towed are reported to the police. Information on all other types of collisions that meet the reporting criteria for our traffic accident system are collected through SGI's claims reporting process. This change has freed up valuable enforcement resources that can be devoted to other high priority issues.

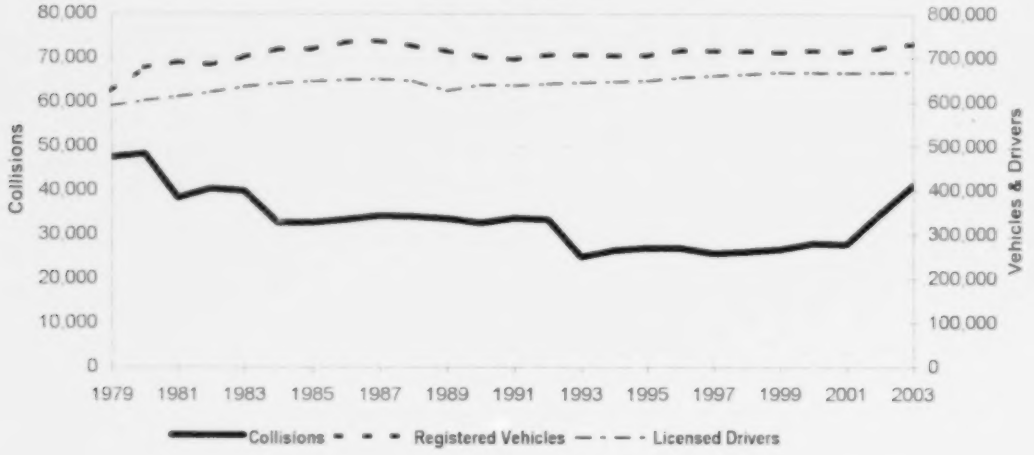
The increase in the total number of accidents can be mainly attributed to the change in accident reporting procedures implemented in August 2002. This change resulted in a 49.5 per cent increase in the number of property damage only (PDO) accidents captured by TAIS in 2003 as compared to the previous three-year average. Year to year comparisons of PDO accidents will not be possible until data for 2004 are completed.

Trends in crashes resulting in fatalities and injuries have shown a steady decline since the early 1970s. Fatal crashes peaked at 234 in 1974, while injury crashes peaked at 6,401 in 1975. The five-year averages for fatal and injury crashes are now 136 and 5,174 respectively. Trends in all collisions showed an upward trend until 1979-1980, and dropped off to stay at relatively stable levels through the mid-1980s to early 1990s. Data for recent years exhibit a fairly steady count of total collisions in the province. Vehicle counts and the number of licensed drivers have also been steady.

A complete listing of all the numbers used in the charts and changes in definitions are in Appendices A1.1 to A4.2.

Trends in Licensed Drivers, Vehicle Registrations and Collisions

Figure 1.1



3 Year Summary

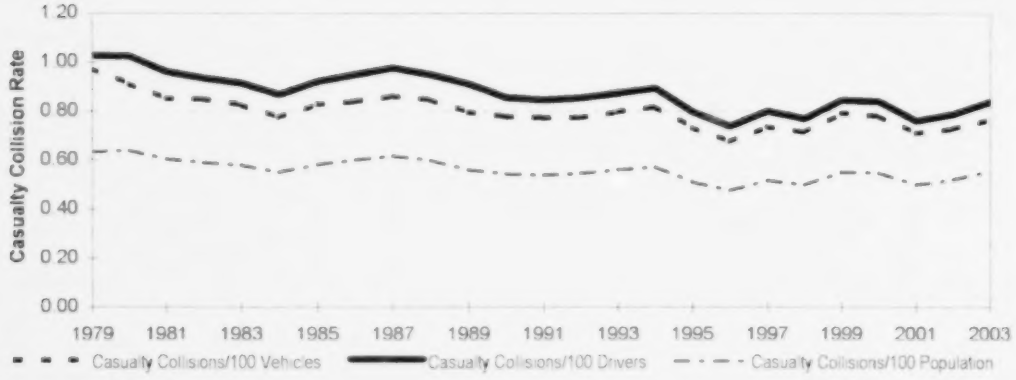
	2001	2002	2003	% Change
Registered Vehicles	713,000	721,999	731,891	1.37
Licensed Drivers	665,760	666,374	668,572	0.33
Total Collisions	27,683	34,481	41,151	19.34 *

See Appendix sections A1.1 to A1.7 for additional details

*Property damage only collisions in 2002 increased due to a change in reporting procedures

Trends in Casualty Collision Rates by Vehicles, Drivers and Population

Figure 1.2

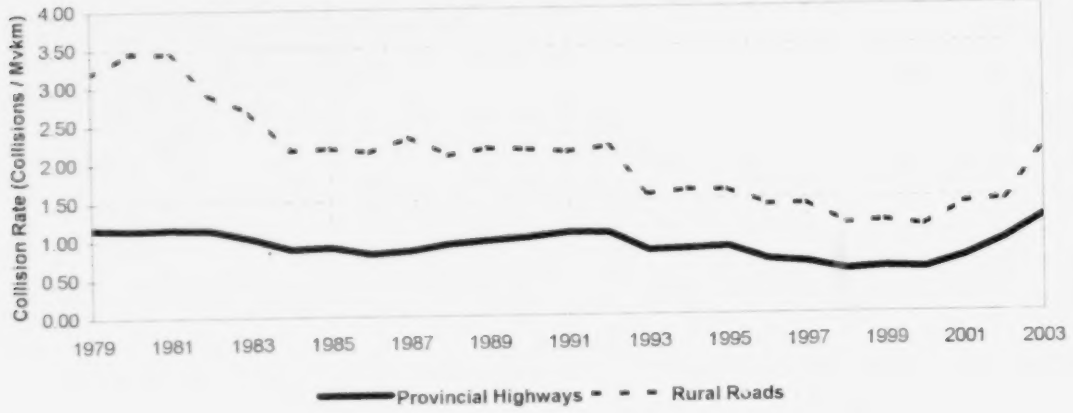


3 Year Summary

	2001	2002	2003	% Change
Casualty Collisions / 100 Registered Vehicles	0.71	0.73	0.76	5.24
Casualty Collisions / 100 Licensed Drivers	0.76	0.79	0.84	6.33
Casualty Collisions / 100 Population	0.50	0.52	0.55	7.11

Trends in Collision Rates (Collisions / MvKm) For Provincial Highways and Rural Roads

Figure 1.3



3 Year Summary By Road System

Collisions per Million Vehicle Kms

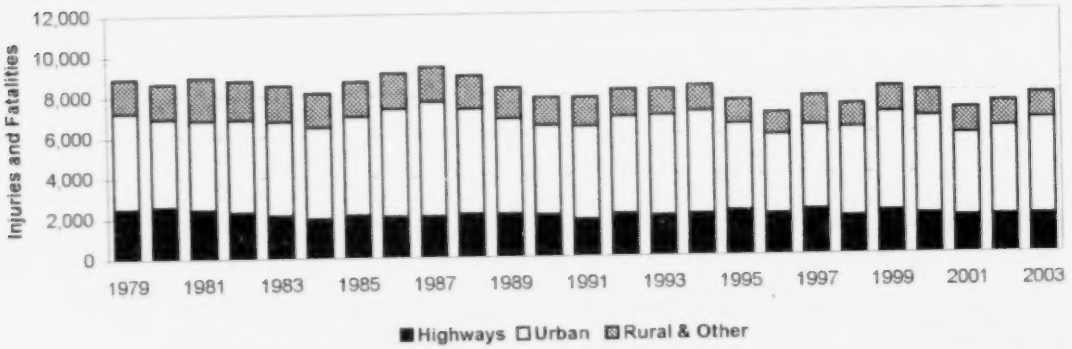
	2001	2002	2003	% Change	
Provincial Highways	0.71	0.93	1.23	31.94	*
Rural Roads	1.41	1.45	2.10	44.67	*

See Appendix sections A1.1 to A1.7 for additional details

*Property damage only collisions in 2002 increased due to a change in reporting procedures.

Trends in Total Victims by Road System

Figure 1.4



3 Year Summary by Road System

Personal Injuries

	2001	2002	2003	% Change
Provincial Highways	1,716	1,744	1,759	0.86
Urban Streets	4,046	4,340	4,719	8.73
Rural Roads	952	947	963	1.69
Other Roads	250	281	243	-13.52
Total Roads	**6,964**	**7,312**	**7,684**	**5.09**

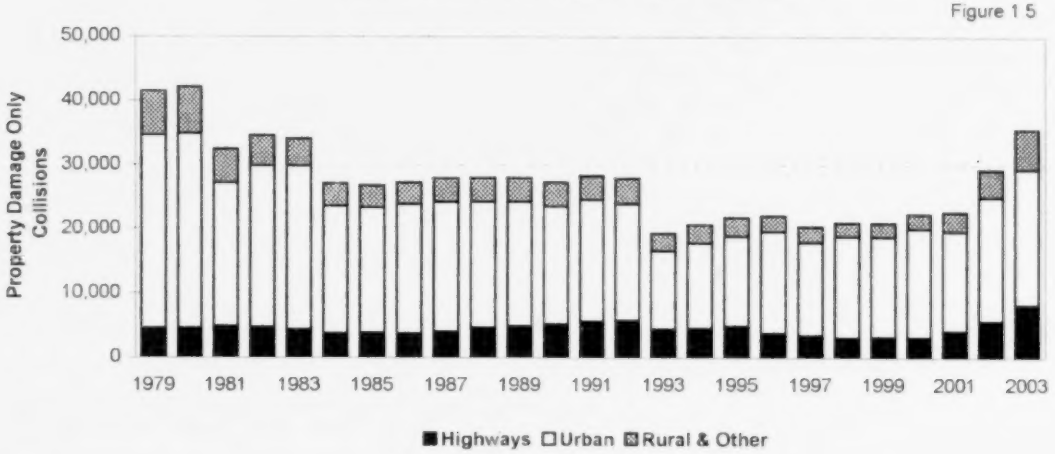
Fatalities

2001	2002	2003	% Change
85	81	85	4.94
18	18	20	11.11
45	31	35	12.90
19	7	8	14.29
167	**137**	**148**	**8.03**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Property Damage Only Collisions

Figure 1.5



3 Year Summary by Road System

Property Damage Collisions

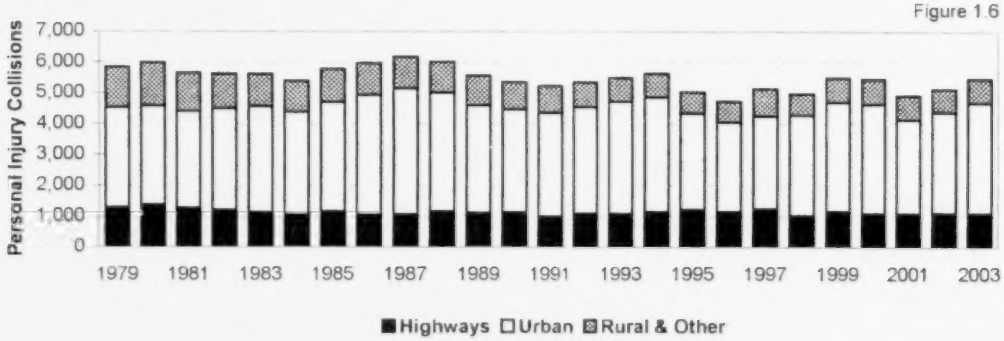
	2001	2002	2003	% Change	
Provincial Highways	4,100	5,620	8,153	45.07	*
Urban Streets	15,498	19,329	21,180	9.58	*
Rural Roads	2,401	2,521	3,909	55.06	*
Other Roads	633	1,771	2,319	30.94	*
Total Roads	**22,632**	**29,241**	**35,561**	**21.61**	*

See Appendix sections A1.1 to A1.7 for additional details

* Property damage only collisions in 2002 increased due to a change in reporting procedures.

Trends in Personal Injury Collisions

Figure 1.6



3 Year Summary by Road System

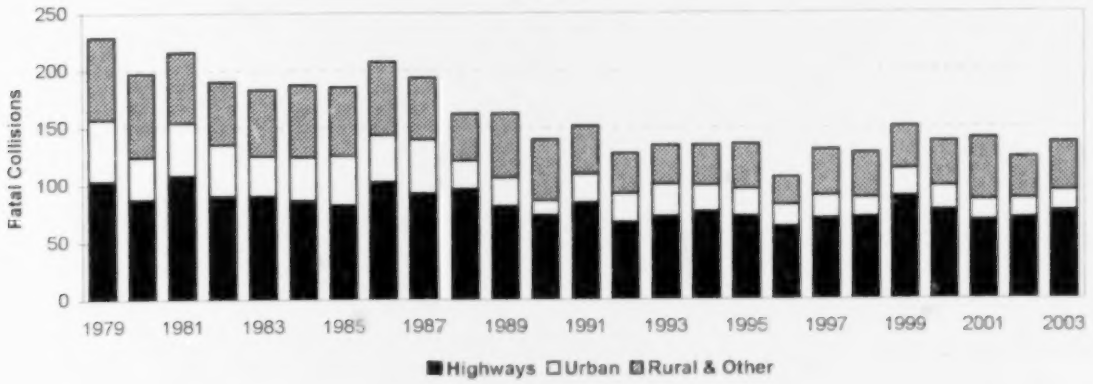
Personal Injury Collisions

	2001	2002	2003	% Change
Provincial Highways	1,066	1,084	1,070	-1.29
Urban Streets	3,061	3,276	3,604	10.01
Rural Roads	621	582	628	7.90
Other Roads	163	175	152	-13.14
Total Roads	**4,911**	**5,117**	**5,454**	**6.59**

See Appendix sections A1.1 to A1.7 for additional details

Trends in Fatal Collisions

Figure 1.7



3 Year Summary by Road System

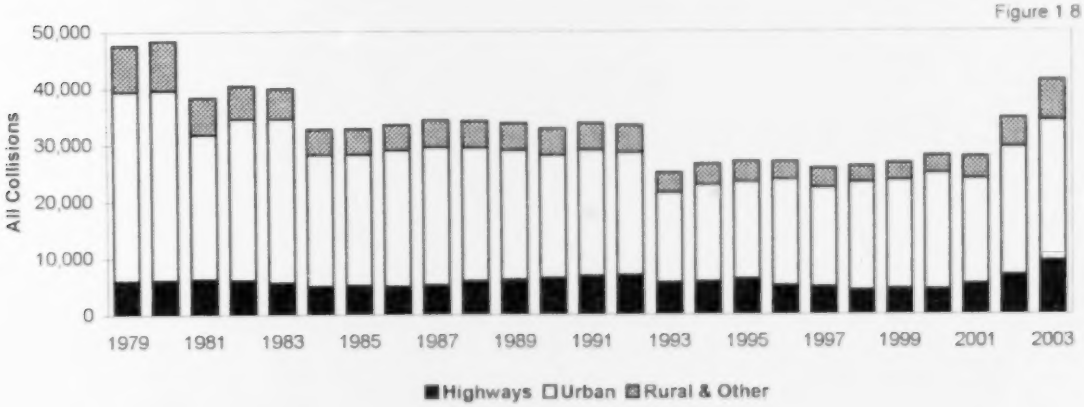
Fatal Collisions

	2001	2002	2003	% Change
Provincial Highways	68	70	76	8.57
Urban Streets	18	17	18	5.88
Rural Roads	42	29	34	17.24
Other Roads	12	7	8	14.29
Total Roads	**140**	**123**	**136**	**10.57**

See Appendix sections A1.1 to A1.7 for additional details

Trends in All Reported Collisions

Figure 1.8



3 Year Summary by Road System

All Collisions

	2001	2002	2003	% Change	
Provincial Highways	5,234	6,774	9,299	37.27	*
Urban Streets	18,577	22,622	24,802	9.64	*
Rural Roads	3,064	3,132	4,571	45.95	*
Other Roads	808	1,953	2,479	26.93	*
Total Roads	**27,683**	**34,481**	**41,151**	**19.34**	*

See Appendix sections A1.1 to A1.7 for additional details

* Property damage only collisions in 2002 increased due to a change in reporting procedures

Property Damage Only Collisions by Month and Year

Figure 1.9

Month	1998	1999	2000	2001	2002*	Average 1999-2001	2003*	**% Change
January	2,756	2,736	2,552	2,102	2,662	2,438.7	3,515	44.1
February	1,557	1,764	1,695	1,975	1,782	1,817.3	2,922	60.8
March	1,540	1,676	1,208	1,643	2,127	1,659.3	2,607	57.1
April	1,187	1,208	1,324	1,393	1,600	1,439.0	2,650	84.2
May	1,412	1,412	1,398	1,440	1,471	1,436.3	2,249	56.6
June	1,534	1,557	1,664	1,575	1,699	1,646.0	2,524	53.3
July	1,498	1,551	1,653	1,608	1,560	1,607.0	2,522	56.9
August	1,488	1,444	1,441	1,646	2,441	1,842.7	2,498	35.6
September	1,538	1,571	1,591	1,668	2,468	1,909.0	2,610	36.7
October	1,890	1,714	1,633	2,299	3,525	2,485.7	3,416	37.4
November	2,287	1,942	2,601	2,246	3,680	2,842.3	4,115	44.8
December	2,275	2,363	3,587	3,037	4,226	3,616.7	3,933	8.7
Totals	**20,962**	**20,938**	**22,347**	**22,632**	**29,241**	**24,740.0**	**35,561**	**43.7**

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002

Total Injuries by Month and Year

Figure 1.10

Month	1998	1999	2000	2001	2002	Average 2000 -2002	2003	**% Change
January	544	719	665	502	525	564.0	650	15.2
February	466	550	513	538	393	481.3	516	7.2
March	454	592	499	498	525	507.3	522	2.9
April	483	583	553	464	446	487.7	533	9.3
May	595	652	611	531	607	583.0	582	-0.2
June	626	734	739	606	707	684.0	737	7.7
July	679	669	713	644	600	652.3	735	12.7
August	708	755	714	681	709	701.3	708	1.0
September	704	665	722	607	679	669.3	653	-2.4
October	701	754	735	654	694	694.3	719	3.6
November	651	718	635	617	670	640.7	624	-2.6
December	615	644	762	622	757	713.7	705	-1.2
Totals	**7,226**	**8,035**	**7,861**	**6,964**	**7,312**	**7,379.0**	**7,684**	**4.1**

** % change is a comparison between 2003 and the 2000 - 2002 average

Total Deaths by Month and Year

Figure 1.11

Month	1998	1999	2000	2001	2002	Average 2000 - 2002	2003	**% Change
January	6	8	9	6	10	8.3	7	-16.0
February	11	12	10	7	5	7.3	7	-4.5
March	5	16	10	8	5	7.7	5	-34.8
April	22	24	12	11	7	10.0	12	20.0
May	26	25	14	12	11	12.3	11	-10.8
June	6	15	12	29	8	16.3	22	34.7
July	17	10	19	14	17	16.7	14	-16.0
August	13	12	13	21	15	16.3	19	16.3
September	8	17	17	18	15	16.7	12	-28.0
October	16	24	18	12	19	16.3	21	28.6
November	10	16	8	21	8	12.3	8	-35.1
December	7	10	9	8	17	11.3	10	-11.8
Totals	**147**	**189**	**151**	**167**	**137**	**151.7**	**148**	**-2.4**

Total Collisions by Month and Year

Figure 1.12

Month	1998	1999	2000	2001	2002*	Average 2000 - 2002	2003*	**% Change *
January	3,162	3,269	3,053	2,472	3,033	2,852.7	4,016	40.8
February	1,899	2,186	2,084	2,370	2,065	2,173.0	3,317	52.6
March	1,867	2,101	1,578	2,011	2,501	2,030.0	2,976	46.6
April	1,511	1,599	1,709	1,729	1,948	1,795.3	3,023	68.4
May	1,839	1,876	1,842	1,817	1,885	1,848.0	2,688	45.5
June	1,965	2,029	2,167	2,015	2,184	2,122.0	3,030	42.8
July	1,955	2,003	2,132	2,069	1,988	2,063.0	3,024	46.6
August	1,953	1,945	1,926	2,126	2,925	2,325.7	3,014	29.6
September	2,018	2,039	2,093	2,106	2,976	2,391.7	3,087	29.1
October	2,382	2,244	2,145	2,765	4,044	2,984.7	3,957	32.6
November	2,766	2,442	3,069	2,717	4,175	3,320.3	4,577	37.8
December	2,735	2,831	4,129	3,486	4,757	4,124.0	4,442	7.7
Totals	**26,052**	**26,564**	**27,927**	**27,683**	**34,481**	**30,030.3**	**41,151**	**37.0**

* Property damage only collisions in 2002 increased due to a change in reporting procedures implemented August 2002.

** % change is a comparison between 2003 and the 2000 - 2002 average.

Time of Occurrence

Contents:

			Page
Figure	2.1	Persons Injured by Month of Occurrence	11
	2.2	Persons Killed by Month of Occurrence	11
	2.3	Total Collisions by Month of Occurrence	11
	2.4	Collisions and Victims by Month of Occurrence	11
	2.5	Collisions During 2003 Holiday Periods	11
	2.6	Provincial Highway Collisions and Travel by Time of Day	12
	2.7	Provincial Highway Collisions and Travel by Day of Week	12
	2.8	Collisions on All Roads by Time of Day and Day of Week	12

Time of Occurrence

Figures 2.1 to 2.3 show the frequency of 2003 traffic collisions, injuries and deaths as compared to a three-year average. Traffic deaths reflect a significant deviation from the three-year average with seven months below the average, four above and one the same. The end result is a decrease of 2.4 per cent in deaths compared to the average. It is not unusual to see more fluctuations in the monthly averages in the smaller numbers, such as deaths, than the larger numbers of total collisions.

Figure 2.5 shows the number of collisions on public holidays and long weekends throughout the year, as well as other specific periods of interest.

Figures 2.6 and 2.7 show the collision ratio of travel versus collisions on provincial highways. The risk of being involved in a rural collision is highest between the hours of 4 and 6 a.m.

Figure 2.8 shows the number of collisions occurring by day of week and hour of occurrence on all road systems. The highest frequency of traffic collisions during 2003 occurred Friday afternoons between the hours of 3 and 4 p.m.

Collisions & Victims by Month of Occurrence

Figure 2.1

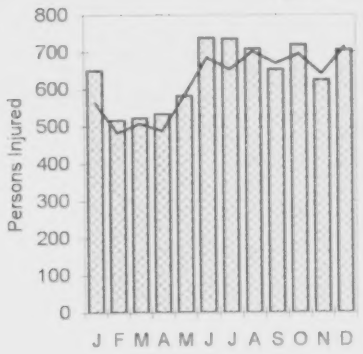


Figure 2.2

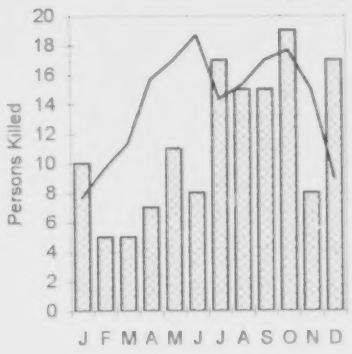
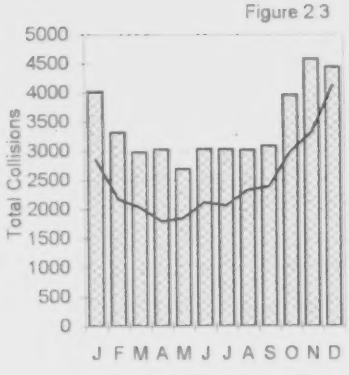


Figure 2.3



2003 Avg. (2000 - 2002)

Collisions & Victims by Month of Occurrence

Figure 2.4

	Number of Collisions				Number of Victims	
Month	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
January	3,515	494	7	4,016	650	7
February	2,922	389	6	3,317	516	7
March	2,607	364	5	2,976	522	5
April	2,650	362	11	3,023	533	12
May	2,249	428	11	2,688	582	11
June	2,524	486	20	3,030	737	22
July	2,522	488	14	3,024	735	14
August	2,498	499	17	3,014	708	19
September	2,610	465	12	3,087	653	12
October	3,416	525	16	3,957	719	21
November	4,115	455	7	4,577	624	8
December	3,933	499	10	4,442	705	10
Total	**35,561**	**5,454**	**136**	**41,151**	**7,684**	**148**

Collisions During 2003 Holiday Periods

Figure 2.5

		Number of Collisions				Number of Victims	
Holiday Period		Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Imp Driving Awareness Mar 17-23	(Mon - Sun)	508	78	0	586	125	0
Easter, Apr 18 - 21	(Fri - Mon)	258	28	0	286	47	0
Victoria Day, May 16 - 19	(Fri - Mon)	279	41	0	320	56	0
Canada Day, Jul 1	(Tues)	102	11	1	114	18	1
Heritage Day, Aug 1 - 4	(Fri - Mon)	297	54	3	354	93	3
Labour Day, Aug 29 - Sept 1	(Fri - Mon)	311	49	4	364	72	5
Thanksgiving Day, Oct 10 - 13	(Fri - Mon)	438	62	5	505	99	9
Remembrance Day, Nov 11	(Tues)	98	6	1	105	8	1
Safe Driving Week, Dec 1 - 7	(Sun - Sat)	1017	118	2	1137	167	2
Christmas Holidays, Dec 24-28	(Wed - Sun)	392	37	2	431	56	2
Total		**3,700**	**484**	**18**	**4,202**	**741**	**23**

Time of Occurrence - Section 2

Figure 2.6

Provincial Highway Collisions and Travel by Time of Day

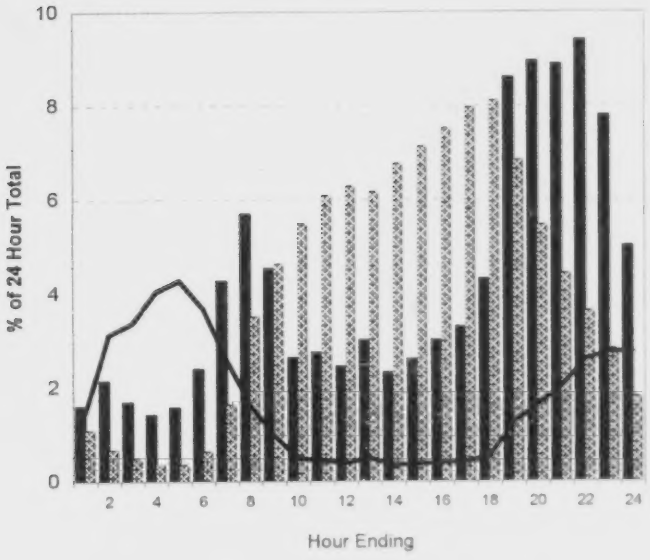
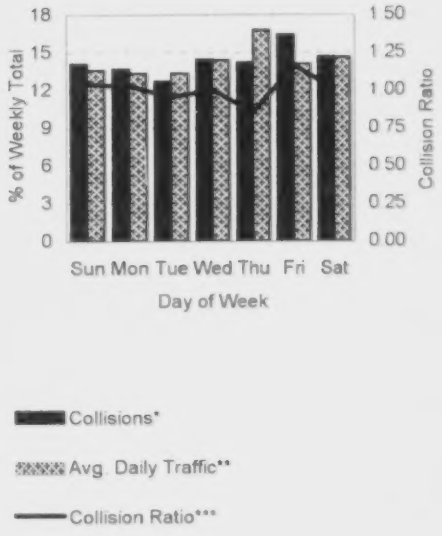


Figure 2.7

Provincial Highway Collisions and Travel by Week Day



* Collisions on Provincial Highways, ** Traffic On Provincial Highways, *** Per cent Collisions/Per cent Traffic

Collisions on All Roads by Time of Day & Day of Week

Figure 2.8

Collision Hour	Sun	Mon	Tues	Wed	Thurs	Fri	Sat	Total	%
12 to 1 a.m.	114	41	37	47	63	84	115	501	1.2
1 to 2 a.m.	153	65	58	54	76	104	176	686	1.7
2 to 3 a.m.	186	60	67	61	55	82	218	729	1.8
3 to 4 a.m.	138	43	36	45	43	72	127	504	1.2
4 to 5 a.m.	81	46	32	30	44	54	87	374	0.9
5 to 6 a.m.	82	78	50	68	70	58	83	489	1.2
6 to 7 a.m.	88	164	140	124	128	115	122	881	2.1
7 to 8 a.m.	99	232	263	282	223	259	147	1,505	3.7
8 to 9 a.m.	102	322	361	372	347	330	152	1,986	4.8
9 to 10 a.m.	95	212	256	240	230	207	191	1,431	3.5
10 to 11 a.m.	147	216	217	268	289	243	250	1,630	4.0
11 a.m. to 12 p.m.	129	254	239	255	306	296	251	1,730	4.2
12 to 1 p.m.	190	346	314	348	390	425	274	2,287	5.6
1 to 2 p.m.	205	288	277	272	332	314	301	1,989	4.8
2 to 3 p.m.	235	321	310	293	341	387	339	2,226	5.4
3 to 4 p.m.	256	408	421	457	461	535	339	2,877	7.0
4 to 5 p.m.	225	404	462	443	504	489	336	2,863	7.0
5 to 6 p.m.	212	405	462	442	488	471	264	2,744	6.7
6 to 7 p.m.	291	316	398	383	371	421	357	2,537	6.2
7 to 8 p.m.	308	313	332	395	308	422	326	2,404	5.8
8 to 9 p.m.	334	311	282	316	340	347	346	2,276	5.5
9 to 10 p.m.	339	283	287	303	335	404	334	2,285	5.6
10 to 11 p.m.	266	244	242	269	251	358	319	1,949	4.7
11 p.m. to 12 a.m.	170	160	171	155	171	321	264	1,412	3.4
Not Stated	109	104	107	110	135	119	172	856	2.1
Total	**4,554**	**5,636**	**5,821**	**6,032**	**6,301**	**6,917**	**5,890**	**41,151**	
Per cent	**11.1**	**13.7**	**14.1**	**14.7**	**15.3**	**16.8**	**14.3**		**100.0**

Major Contributing Factors

Contents:

			Page
Figure	3.1	Major Contributing Factors by Collision Severity	15
	3.2	Collisions by Severity Where Human Condition was a Major Contributing Factor	15
	3.3	Collisions by Severity Where Human Action was a Major Contributing Factor	15
	3.4	Collisions by Severity Where Vehicle Condition was a Major Contributing Factor	16
	3.5	Collisions by Severity Where Environmental Condition was a Major Contributing Factor	16
	3.6	Collisions by Road System Where Human Condition was a Major Contributing Factor	17
	3.7	Collisions by Road System Where Human Action was a Major Contributing Factor	17
	3.8	Collisions by Road System Where Vehicle Condition was a Major Contributing Factor	17
	3.9	Collisions by Road System Where Environmental Condition was a Major Contributing Factor	18
	3.10	Major Contributing Factors In Collisions by Road System	18

Major Contributing Factors

Contributing factors are those circumstances or factors that have directly contributed to the collision or its severity. TAIS recognizes that a collision usually results from many causal factors. The collision data system accepts up to four contributing factors for each vehicle involved in a collision. Factors can be selected from four categories: human condition, human action, vehicle condition or driving environment.

In traffic collisions reported by police agencies the causal factors are assigned by the investigating officer. Incidents reported through SGI-Dial-a-Claim are assigned causal factors only if they are clearly identified in the driver's statements. The causal factors in property damage only collisions are therefore much more subjective in nature and not directly comparable to previous years and casualty collisions.

This section summarizes all contributing factors that were reported. In 2003, a total of 50,215 factors contributed to 41,151 collisions. The numbers in these figures represent the number of collisions in which a contributing factor was present and not the total number of occurrences of that factor. For example, driver inattention was recorded in 8,145 collisions (Fig 3.2), however, there were 8,487 occurrences of driver inattention (Fig 5.9).

Driver inattention and driver distraction account for 18.4 per cent of all factors reported. SGI is aware of this fact and is working with a number of organizations to develop education and awareness programs to address this problem.

Figure 3.1 shows that human condition is a more prevalent factor in fatal collisions (47.1%) than in all collisions (25.0%). Human condition and human action account for 51.2 per cent of all factors in collisions, as compared to 81.5 per cent of factors in fatal crashes.

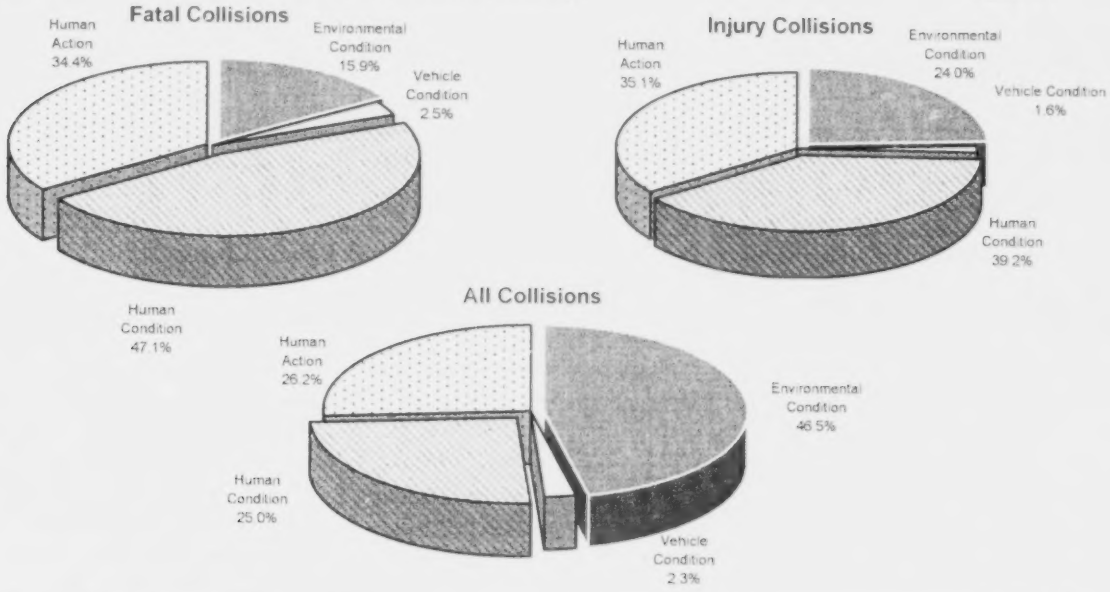
Figures 3.6 and 3.10 summarize the factors by road system. Seventy-one per cent of urban collisions are attributed to human factors, while environmental conditions are more prevalent in rural collisions (72%).

Top 10 Contributory Factors in Fatal Collisions During 2003

	Urban Streets	Prov. Highways	Rural Roads	Other	Total	% of Total
Alcohol Involvement	4	33	15	7	59	18 7
Driver Inattention / Distraction	8	20	10	3	41	13 0
Driving Too Fast For Conditions	2	6	13	2	23	7 3
Fail To Yield / Traffic Control Disregarded	6	9	5	0	20	6 3
Road Conditions	1	13	4	2	20	6 3
Exceeding the Speed Limit	2	13	3	1	19	6 0
Weather Conditions	2	12	2	0	16	5 1
Other Human Action	3	9	2	0	14	4 4
Fell Asleep / Extreme Fatigue	0	10	0	0	10	3 2
Pedestrian Action Contributed	3	4	0	2	9	2 8

Major Contributing Factors by Collision Severity

Figure 3.1



Collisions by Severity Where Human Condition Was a Major Contributing Factor

Figure 3.2

Human Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Driver Inattention	6,004	2,109	32	8,145	16.2
Driver Distraction	790	297	6	1,093	2.2
Had Been Drinking	327	203	13	543	1.1
Driving While Impaired	385	260	40	685	1.4
Extreme Fatigue	48	20	5	73	0.1
Fell Asleep	123	85	5	213	0.4
Driver Inexperience / Confusion	768	490	15	1,273	2.5
Lost Consciousness / Sudden Illness	22	35	1	58	0.1
Physical / Medical Disability	42	30	3	75	0.1
Drugs (Prescription or Illegal)	26	20	3	49	0.1
Defective Eyesight / Hearing	14	14	0	28	0.1
Other Human Conditions	208	103	7	318	0.6
Total	**8,757**	**3,666**	**130**	**12,553**	**25.0**

Collisions by Severity Where Human Action Was a Major Contributing Factor

Figure 3.3

Human Action	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Fail to Yield	2,053	822	12	2,887	5.7
Traffic Control Device Disregarded	794	344	8	1,146	2.3
Following too Closely	570	353	1	924	1.8
Driving too Fast for Conditions	887	554	23	1,464	2.9
Exceeding Speed Limit	179	173	19	371	0.7
Turning Improperly	487	134	0	621	1.2
Passing or Improper Lane Usage	536	111	8	655	1.3
Backing Unsafely	1,143	29	0	1,172	2.3
Fail to Signal	28	6	0	34	0.1
Driving Wrong Way in One Way Traffic	17	13	2	32	0.1
Taking Evasive Action	1,970	345	4	2,319	4.6
Careless Driving / Stunting	370	198	6	574	1.1
Pedestrian Action Contributed	2	7	0	9	0.0
Other Human Action	731	196	12	939	1.9
Total	**9,767**	**3,285**	**95**	**13,147**	**26.2**

Collisions by Severity Where Vehicle Condition Was a Major Contributing Factor

Figure 3 4

Vehicle Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Defective Brakes	94	27	0	121	0 2
Defective Lights	8	6	0	14	0 0
Defective Exhaust System	0	0	0	0	0 0
Load Shifted / Spilled	108	14	2	124	0 2
Vehicle Overloaded / Improperly Loaded	59	7	1	67	0 1
Defective Steering	19	13	0	32	0 1
Defective Suspension / Wheel Failure	42	7	0	49	0 1
Defective Tires / Tire Blowout	156	27	3	186	0 4
Defective Engine / Power Train / Wiring	80	7	0	87	0 2
Jackknife / Trailer Swing	102	4	0	106	0 2
View from Vehicle Obstructed	73	12	0	85	0 2
Other Vehicle Condition / Defective	247	18	0	265	0 5
Lights Not On	17	9	1	27	0 1
Total	**1,005**	**151**	**7**	**1,163**	**2.3**

Collisions by Severity Where Environmental Condition Was a Major Contributing Factor

Figure 3 5

Environmental Condition	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Animal Action (Wild)	9,729	229	1	9,959	19 8
Animal Action (Domestic)	338	48	0	386	0 8
Road Condition (Surface or Structure)	6,431	891	15	7,337	14 6
Loose Gravel	433	177	3	613	1 2
Snow Drift	262	52	1	315	0 6
Obstruction / Debris on Road	376	21	0	397	0 8
View Obstructed / Limited	557	130	4	691	1 4
Sun Glare	205	68	1	274	0 5
Construction Zone	136	25	2	163	0 3
Soft or Defective Shoulders	40	33	1	74	0 1
Lane Marking Inadequate	5	6	1	12	0 0
Traffic Control Device Not Working	19	12	0	31	0 1
Weather Conditions	772	286	10	1,068	2 1
Uninvolved Vehicle	1,293	170	3	1,466	2 9
Uninvolved Pedestrian	201	51	0	252	0 5
Other Environmental Condition	263	49	2	314	0 6
Total	**21,060**	**2,248**	**44**	**23,352**	**46.5**

Collisions by Road System Where Human Condition Was a Major Contributing Factor

Figure 3.6

Human Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Driver Inattention	7,135	580	294	136	8,145	16.2
Driver Distraction	883	120	70	20	1,093	2.2
Had Been Drinking	322	99	80	42	543	1.1
Driving While Impaired	466	120	55	44	685	1.4
Extreme Fatigue	26	39	8	0	73	0.1
Fell Asleep	41	144	23	5	213	0.4
Driver Inexperience / Confusion	660	225	343	45	1,273	2.5
Lost Consciousness / Sudden Illness	37	17	4	0	58	0.1
Physical / Medical Disability	49	18	7	1	75	0.1
Drugs (Prescription or Illegal)	28	12	7	2	49	0.1
Defective Eyesight / Hearing	17	9	1	1	28	0.1
Other Human Conditions	241	46	26	5	318	0.6
Total	**9,905**	**1,429**	**918**	**301**	**12,553**	**25.0**

Collisions by Road System Where Human Action Was a Major Contributing Factor

Figure 3.7

Human Action	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Fail to Yield	2,648	160	73	6	2,887	5.7
Traffic Control Device Disregarded	1,023	93	29	1	1,146	2.3
Following too Closely	845	59	14	6	924	1.8
Driving too Fast for Conditions	894	235	278	57	1,464	2.9
Exceeding Speed Limit	237	73	45	16	371	0.7
Turning Improperly	559	41	15	6	621	1.2
Passing or Improper Lane Usage	553	93	6	3	655	1.3
Backing Unsafely	1,132	16	4	20	1,172	2.3
Fail to Signal	20	12	2	0	34	0.1
Driving Wrong Way in One Way Traffic	27	5	0	0	32	0.1
Taking Evasive Action	1,294	476	396	153	2,319	4.6
Careless Driving / Stunting	417	78	53	26	574	1.1
Pedestrian Action Contributed	9	0	0	0	9	0.0
Other Human Action	733	94	44	68	939	1.9
Total	**10,391**	**1,435**	**959**	**362**	**13,147**	**26.2**

Collisions by Road System Where Vehicle Condition Was a Major Contributing Factor

Figure 3.8

Vehicle Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Defective Brakes	94	9	13	5	121	0.2
Defective Lights	5	8	0	1	14	0.0
Defective Exhaust System	0	0	0	0	0	0.0
Load Shifted / Spilled	24	60	28	12	124	0.2
Vehicle Overloaded / Improperly Loaded	26	30	7	4	67	0.1
Defective Steering	19	5	6	2	32	0.1
Defective Suspension / Wheel Failure	11	26	7	5	49	0.1
Defective Tires / Tire Blowout	48	88	34	16	186	0.4
Defective Engine / Power Train / Wiring	70	10	4	3	87	0.2
Jackknife / Trailer Swing	11	53	21	21	106	0.2
View from Vehicle Obstructed	75	5	4	1	85	0.2
Other Vehicle Condition / Defective	124	84	31	26	265	0.5
Lights Not On	16	8	2	1	27	0.1
Total	**523**	**386**	**157**	**97**	**1,163**	**2.3**

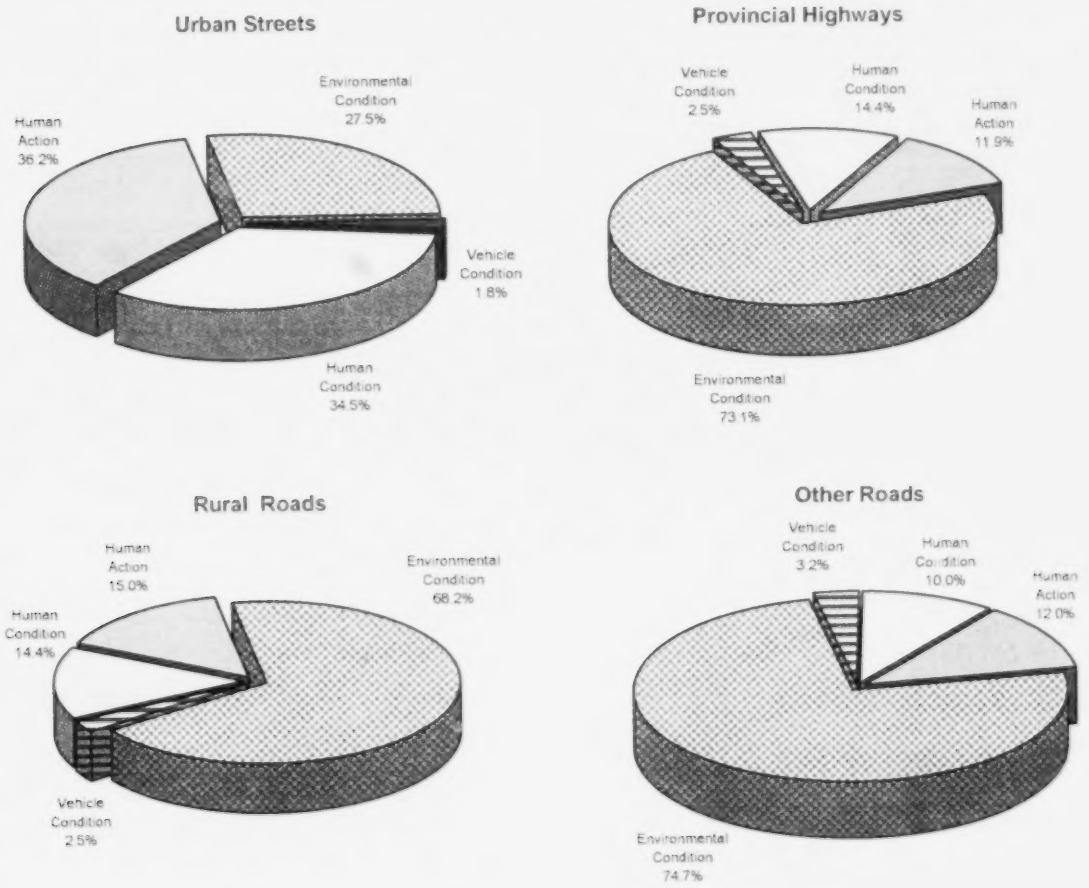
Collisions by Road System Where Environmental Condition Was a Major Contributing Factor

Figure 3.9

Environmental Condition	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Animal Action (Wild)	102	6,030	2,435	1,392	9,959	19.8
Animal Action (Domestic)	91	119	100	76	386	0.8
Road Condition (Surface or Structure)	4,918	1,212	816	391	7,337	14.6
Loose Gravel	72	89	367	85	613	1.2
Snow Drift	106	74	98	37	315	0.6
Obstruction / Debris on Road	130	162	56	49	397	0.8
View Obstructed / Limited	427	119	92	53	691	1.4
Sun Glare	205	32	28	9	274	0.5
Construction Zone	103	51	6	3	163	0.3
Soft or Defective Shoulders	3	28	37	6	74	0.1
Lane Marking Inadequate	4	6	2	0	12	0.0
Traffic Control Device Not Working	16	2	10	3	31	0.1
Weather Conditions	375	494	151	48	1,068	2.1
Uninvolved Vehicle	991	338	80	57	1,466	2.9
Uninvolved Pedestrian	248	4	0	0	252	0.5
Other Environmental Condition	117	83	77	37	314	0.6
Total	**7,908**	**8,843**	**4,355**	**2,246**	**23,352**	**46.5**

Major Contributing Factors in Collisions by Road System

Figure 3.10



Environmental Factors

Contents:

			Page
Figure	4.1	Collisions by Road Surface Condition and Severity	21
	4.2	Collisions by Light Condition and Severity	21
	4.3	Collisions by Weather Condition and Severity	21
	4.4	Intersection Related Collisions by Severity	22
	4.5	Non Intersection Related Collisions by Severity	22
	4.6	Collisions by Configuration and Severity	23
	4.7	Collisions by Configuration and Road System	23
	4.8	Vehicles in Collisions by Roadway Alignment and Severity	24
	4.9	Sequence of Events by Severity	24
	4.10	Sequence of Events by Road System	25
	4.11	Vehicles in Collisions by Road Characteristics and Severity	25

Environmental Factors

The driving environment consists of road, light and weather conditions, as well as events leading up to and during a collision. It is important to understand all of these factors to properly design effective countermeasures for reducing collisions.

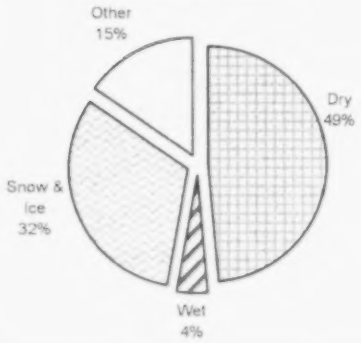
This section provides a breakdown of collisions for each of the different driving environments by severity and road system.

Figures 4.1 to 4.3 and Figure 4.8 show that most collisions occur under near ideal conditions, such as a dry surface (48.6%), clear weather (25.1%), daylight (54.8%) and on a straight / level stretch of road (32.6%). These numbers are higher than actually reported due to the fact that in many cases a condition is reported only if it was a factor in the collision. This is evident by the 63.8 per cent of collisions where a weather condition is "not stated."

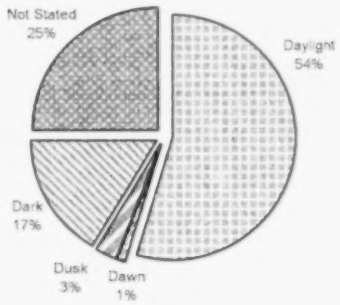
Figures 4.6 and 4.7 provide a breakdown of collisions that involve single and multiple vehicles. Single vehicle collisions account for 91.2 per cent of the collisions on rural roads, 86.7 per cent on provincial highways and 15.7 per cent on urban streets.

Figures 4.9 and 4.10 describe some of the events that occur in collisions, such as hitting a fixed or moveable object, overturning and jackknifing.

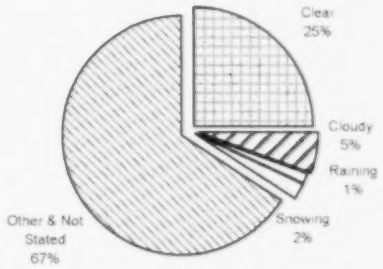
Collisions by Road Surface Condition



Collisions by Light Condition



Collisions by Weather Condition



Collisions by Road Surface Condition and Severity

Figure 4.1

Surface Condition	Property Damage	Personal Injury	Fatal	Total	%
Dry	17,006	2,891	83	19,980	48.6
Wet	1,378	398	14	1,790	4.3
Loose Snow	470	187	5	662	1.6
Packed Snow / Ice	11,051	1,322	13	12,386	30.1
Loose Gravel or Sand	1,764	390	15	2,169	5.3
Muddy	93	27	3	123	0.3
Slush	122	48	1	171	0.4
Fresh Oil	4	2	0	6	0.0
Not Stated	3,673	189	2	3,864	9.4
Total	**35,561**	**5,454**	**136**	**41,151**	**100.0**

Collisions by Light Condition and Severity

Figure 4.2

Natural/Artificial Light Condition	Property Damage	Personal Injury	Fatal	Total	%
Daylight	18,852	3,620	70	22,542	54.8
Dawn	370	99	3	472	1.1
Dusk	856	218	5	1,079	2.6
Dark / No Lighting*	3,561	540	37	4,138	10.1
Dark / Lighting On*	2,020	646	16	2,682	6.5
Not Stated	9,902	331	5	10,238	24.9
Total	**35,561**	**5,454**	**136**	**41,151**	**100.0**

* Artificial lighting refers to street lighting

Collisions by Weather Condition and Severity

Figure 4.3

Weather Condition	Property Damage	Personal Injury	Fatal	Total	%
Clear	6,630	3,593	97	10,320	25.1
Cloudy	1,462	775	19	2,256	5.5
Raining	401	176	7	584	1.4
Snowing	698	239	5	942	2.3
Sleet / Hail / Freezing Rain	91	49	3	143	0.3
Fog / Smoke / Smog	202	53	1	256	0.6
Drifting Snow / Dust	205	74	2	281	0.7
Strong Winds	90	40	1	131	0.3
Not Stated	25,782	455	1	26,238	63.8
Total	**35,561**	**5,454**	**136**	**41,151**	**100.0**

Intersection Related Collisions by Severity

Figure 4.4

Type of Intersection	Property Damage Only	Personal Injury	Fatal	Total
Street/Street	9,645	2,407	8	12,060
Street/Highway	100	40	4	144
Street/Grid-Municipal Road	54	20	0	74
Street/Private Approach, Driveway	2,411	179	0	2,590
Street/Alley, Other Road	404	39	0	443
Lane Alley/Lane Alley	191	23	0	214
Lane Alley/Private Approach, Driveway	283	13	0	296
Highway/Highway	161	83	4	248
Highway/Grid-Municipal Road	168	115	10	293
Highway/Private Approach, Driveway	82	41	0	123
Highway/Other Road	23	2	0	25
Grid-Municipal Road/Grid-Municipal Road	238	90	6	334
Grid-Municipal Road/Private Approach, Driveway	80	16	0	96
Grid-Municipal Road/Other Road	95	20	0	115
Other Road/Private Approach, Driveway	62	11	0	73
Total Intersection Related	**13,997**	**3,099**	**32**	**17,128**

Non Intersection Related Collisions by Severity

Figure 4.5

Collision Site	Property Damage Only	Personal Injury	Fatal	Total
Non intersection (Urban)	6,529	741	7	7,277
Non intersection (Highway)	7,499	767	54	8,320
Non intersection (Rural)	3,501	493	25	4,019
Non intersection (Other Road)	2,020	111	8	2,139
Railroad level crossing (Urban)	55	14	1	70
Railroad level crossing (Highway)	22	12	2	36
Railroad level crossing (Rural)	22	10	1	33
Railroad level crossing (Other Road)	1	0	0	1
Bridge or Overpass (Urban)	264	55	0	319
Bridge or Overpass (Highway)	68	18	2	88
Bridge or Overpass (Rural)	13	2	1	16
Bridge or Overpass (Other Road)	8	0	0	8
Tunnel or Underpass (Urban)	57	13	0	70
Tunnel or Underpass (Highway)	6	4	0	10
Tunnel or Underpass (Rural)	0	1	0	1
Tunnel or Underpass (Other Road)	0	0	0	0
Passing Lane/Climbing Lane (Urban)	10	2	0	12
Passing Lane/Climbing Lane (Highway)	3	3	0	6
Passing Lane/Climbing Lane (Rural)	0	0	0	0
Passing Lane/Climbing Lane (Other Road)	0	0	0	0
Ramp (Urban)	172	33	0	205
Ramp (Highway)	10	3	1	14
Ramp (Rural Road)	0	0	0	0
Ramp (Other Road)	1	0	0	1
Off Roadway (Urban)	318	26	0	344
Off Roadway (Highway)	13	4	1	18
Off Roadway (Rural)	15	6	1	22
Off Roadway (Other Road)	43	6	0	49
Other/Not Stated (Urban)	743	22	0	765
Other/Not Stated (Highway)	79	3	0	82
Other/Not Stated (Rural)	28	5	0	33
Other/Not Stated (Other Road)	64	1	0	65
Total Non Intersection Related	**21,564**	**2,355**	**104**	**24,023**

Collisions by Configuration and Severity

Figure 4.6

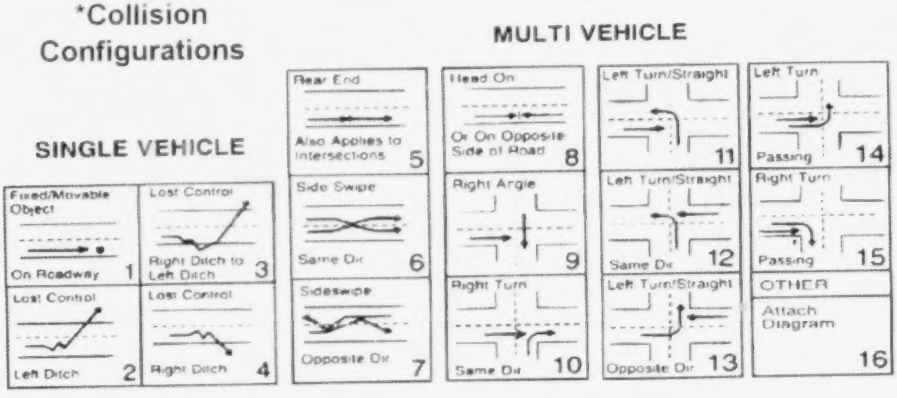
Collision Configuration *	Property Damage	Personal Injury	Fatal	Total	% of Total
1 Object on Roadway	12,986	671	28	13,685	33.3
2 Lost Control Left Ditch	1,012	428	19	1,459	3.5
3 Lost Control Right to Left	292	169	11	472	1.1
4 Lost Control Right Ditch	1,967	642	31	2,640	6.4
Single Vehicle Total	**16,257**	**1,910**	**89**	**18,256**	**44.4**
5 Rear End	6,104	1,504	3	7,611	18.5
6 Side Swipe Same Direction	2,633	171	0	2,804	6.8
7 Side Swipe Opposite Direction	558	67	0	625	1.5
8 Head On	156	87	22	265	0.6
9 Right Angle	3,881	876	17	4,774	11.6
10 Right Turn Same Direction	284	36	0	320	0.8
11 Left Turn / Straight	625	166	1	792	1.9
12 Left Turn / Straight - Same Direction	287	31	1	319	0.8
13 Left Turn / Straight - Opposite Direction	1,414	405	1	1,820	4.4
14 Left Turn Passing	292	55	0	347	0.8
15 Right Turn Passing	313	20	0	333	0.8
Multiple Vehicle Total	**16,547**	**3,418**	**45**	**20,010**	**48.6**
16 Other Single or Multiple Vehicle	2,757	126	2	2,885	7.0
Total	**35,561**	**5,454**	**136**	**41,151**	**100.0**

Collisions by Configuration and Road System

Figure 4.7

Collision Configuration *	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total
1 Object on Roadway	2,989	6,457	2,613	1,626	13,685	33.3
2 Lost Control Left Ditch	268	519	522	150	1,459	3.5
3 Lost Control Right to Left	97	190	152	33	472	1.1
4 Lost Control Right Ditch	548	899	880	313	2,640	6.4
Single Vehicle Total	**3,902**	**8,065**	**4,167**	**2,122**	**18,256**	**44.4**
5 Rear End	7,130	337	75	69	7,611	18.5
6 Side Swipe Same Direction	2,606	137	27	34	2,804	6.8
7 Side Swipe Opposite Direction	495	78	31	21	625	1.5
8 Head On	181	55	15	14	265	0.6
9 Right Angle	4,467	185	89	33	4,774	11.6
10 Right Turn Same Direction	307	9	4	0	320	0.8
11 Left Turn / Straight	739	34	15	4	792	1.9
12 Left Turn / Straight - Same Direction	297	16	4	2	319	0.8
13 Left Turn / Straight - Opposite Direction	1,768	42	5	5	1,820	4.4
14 Left Turn Passing	265	69	5	8	347	0.8
15 Right Turn Passing	324	8	1	0	333	0.8
Multiple Vehicle Total	**18,579**	**970**	**271**	**190**	**20,010**	**48.6**
16 Other - Single or Multiple Vehicle	2,321	264	133	167	2,885	7.0
Total	**24,802**	**9,299**	**4,571**	**2,479**	**41,151**	**100.0**

*Collision Configurations



Vehicles in Collisions by Roadway Alignment and Severity

Figure 4.8

Road Alignment	Property Damage	Personal Injury	Fatal	Total	%
Straight / Level or Near Level	13,624	7,482	148	21,254	32.6
Straight / Steep Incline or Decline	263	131	2	396	0.6
Straight / Top of Hill (Crest)	278	91	4	373	0.6
Straight / Bottom of Hill (Sag)	175	88	6	269	0.4
Curved / Level or Near Level	953	420	19	1,392	2.1
Curved / Steep Incline or Decline	103	39	0	142	0.2
Curved / Top of Hill (Crest)	55	34	0	89	0.1
Curved / Bottom of Hill (Sag)	42	15	1	58	0.1
Dead End / Level or Near Level	114	23	1	138	0.2
Dead End / Steep Incline or Decline	4	0	0	4	0.0
Dead End / Top of Hill (Crest)	5	1	0	6	0.0
Dead End / Bottom of Hill (Sag)	0	1	0	1	0.0
Not Stated	39,899	1,094	6	40,999	63.0
Total	**55,515**	**9,419**	**187**	**65,121**	**100.0**

Sequence of Events by Severity

Figure 4.9

Fixed Objects	Property Damage	Personal Injury	Fatal	Total	%
Approach	131	85	2	218	0.4
Traffic Barricade	43	13	1	57	0.1
Building / Wall	150	28	1	179	0.3
Bridge Structure	103	24	2	129	0.2
Crash Cushions / Impact Attenuator	13	6	1	20	0.0
Culvert	37	16	2	55	0.1
Curbing	917	138	3	1,058	1.8
Delineator Post	22	1	0	23	0.0
Ditch Bottom / Back Slope	1,471	518	19	2,008	3.5
Debris on Road	198	9	0	207	0.4
Fence	552	75	4	631	1.1
Fire Hydrant, Parking Meter, Utility Box	111	14	0	125	0.2
Gravel Pile	20	2	0	22	0.0
Guard Rail	185	39	1	225	0.4
Lamp Support (Traffic Signal, Street Light)	411	110	3	524	0.9
Raised Median / Barrier	247	47	0	294	0.5
Power / Telephone Pole	297	42	1	340	0.6
Rock Face / Rocks on Road	208	12	0	220	0.4
Sign Post	382	45	2	429	0.7
Snow Bank / Drift	491	57	2	550	1.0
Tree / Bush	730	164	3	897	1.6
Other Fixed Object	622	35	4	661	1.2
Subtotal Fixed Objects	**7,341**	**1,480**	**51**	**8,872**	**15.5**
Movable Objects					
Another Road Vehicle	18,746	3,466	46	22,258	38.9
Animal	9,616	190	0	9,806	17.1
Pedestrian	3	300	16	319	0.6
Railroad Train	16	13	3	32	0.1
Other Movable Object	464	19	1	484	0.8
Subtotal Movable Objects	**28,845**	**3,988**	**66**	**32,899**	**57.5**
Non-Collision Events					
Ran Off Road	2,870	1,212	74	4,156	7.3
Overturned	1,128	1,005	59	2,192	3.8
Fire / Explosion	12	11	4	27	0.0
Submersion	20	8	3	31	0.1
Skidding / Sliding / Spinning	7,021	1,290	40	8,351	14.6
Load Spill	64	13	2	79	0.1
Jackknife / Trailer Swing	195	24	4	223	0.4
Other Non-Collision Events	369	41	3	413	0.7
Subtotal Non-Collision Events	**11,679**	**3,604**	**189**	**15,472**	**27.0**
Grand Total	**47,865**	**9,072**	**306**	**57,243**	**100.0**

Sequence of Events by Road System

Figure 4.10

Fixed Objects	Urban Streets	Provincial Highways	Rural Roads	Other	Total	% of Total Factors
Approach	39	100	61	18	218	0.4
Traffic Barricade	54	2	1	0	57	0.1
Building / Wall	172	3	0	4	179	0.3
Bridge Structure	78	38	11	2	129	0.2
Crash Cushions / Impact Attenuator	8	9	2	1	20	0.0
Culvert	15	17	16	7	55	0.1
Curbing	1,041	10	4	3	1,058	1.8
Delineator Post	16	4	3	0	23	0.0
Ditch Bottom / Back Slope	148	823	784	253	2,008	3.5
Debris on Road	50	111	22	24	207	0.4
Fence	284	108	161	78	631	1.1
Fire Hydrant, Parking Meter, Utility Box	118	2	2	3	125	0.2
Gravel Pile	5	6	10	1	22	0.0
Guard Rail	171	49	3	2	225	0.4
Lamp Support (Traffic Signal, Street Light)	484	36	2	2	524	0.9
Raised Median / Barrier	290	4	0	0	294	0.5
Power / Telephone Pole	270	37	18	15	340	0.6
Rock Face / Rocks on Road	32	67	81	40	220	0.4
Sign Post	279	100	37	13	429	0.7
Snow Bank / Drift	297	90	109	54	550	1.0
Tree / Bush	463	110	173	151	897	1.6
Other Fixed Objects	410	106	83	62	661	1.2
Subtotal - Fixed Objects	**4,724**	**1,832**	**1,583**	**733**	**8,872**	**15.5**
Movable Objects						
Another Road Vehicle	20,690	1,004	294	270	22,258	38.9
Animal	98	6,005	2,314	1,389	9,806	17.1
Pedestrian	281	18	4	16	319	0.6
Railroad Train	10	7	15	0	32	0.1
Other Movable Objects	181	189	61	53	484	0.8
Subtotal - Movable Objects	**21,260**	**7,223**	**2,688**	**1,728**	**32,899**	**57.5**
Non-Collision Events						
Ran Off Road	772	1,542	1,384	458	4,156	7.3
Overturned	196	861	975	160	2,192	3.8
Fire / Explosion	9	15	2	1	27	0.0
Submersion	3	15	10	3	31	0.1
Skidding / Sliding / Spinning	5,108	1,516	1,287	440	8,351	14.6
Load Spill	10	42	22	5	79	0.1
Jackknife / Trailer Swing	20	129	47	27	223	0.4
Other Non-Collision Events	119	192	59	43	413	0.7
Subtotal - Non-Collision Events	**6,237**	**4,312**	**3,786**	**1,137**	**15,472**	**27.0**
Grand Total	**32,221**	**13,367**	**8,057**	**3,598**	**57,243**	**100.0**

Vehicles in Collisions by Road Characteristics and Severity

Figure 4.11

Road Characteristics	Property Damage	Personal Injury	Fatal	Total	%
Undivided One Way	771	520	7	1,298	2.0
Undivided Two Way	9,191	4,404	141	13,736	21.1
Divided Raised Median	2,979	2,020	11	5,010	7.7
Divided Depressed / Painted Median	1,819	1,308	22	3,149	4.8
Other	486	188	3	677	1.0
Not Stated	40,269	979	3	41,251	63.3
Grand Total	**55,515**	**9,419**	**187**	**65,121**	**100.0**

TAIS records up to three events in order of sequence for each vehicle involved in a collision. Figures 4.9 and 4.10 summarize the 57,243 events that were recorded in 41,150 collisions. It should also be noted that these figures represent the number of collisions in which an event occurred, not the total number of occurrences of that event.

Driver Factors

Contents:

			Page
Figure	5.1	Licensed Drivers and Drivers in Collisions by Driver Age	29
	5.2	Drivers in Collisions and Relative Risk by Driver Age	30
	5.3	Licensed Drivers by Age, Gender and Year	31
	5.4	Drivers in Collisions by Age, Gender and Year	32
	5.5	Drivers in Collisions by Age, Collision Severity and Year	32
	5.6	Number of Charges Resulting from Collisions by Severity of Collision	33
	5.7	Number of Occurrences of Human Action by Age	33
	5.8	Charges Resulting from Collisions by Age	34
	5.9	Number of Occurrences of Human Condition by Age	34
	5.10	Number of Drivers Involved in Collisions by Licence Class and Age	35
	5.11	Drivers Involved in Collisions by Year and Age	35
	5.12	Convictions 1998 to 2003	36
	5.13	Criminal Code Convictions - 1998 to 2003	37
	5.14	Convictions, Licensed Drivers & Drivers in Collisions by Age Group	38
	5.15	Convictions and Collisions by Age Group	38

Driver Factors

Driver factors captured for collisions include age and gender of the driver, traffic charges laid, human action contributing to the collision and driver's licence class. The information gathered for drivers shows several indicators that help predict an individual's likelihood of causing a collision. These indicators are used in programs directed at identifying those more likely to cause collisions, and working to address the behaviours which increase their collision risk.

Driver Improvement Program

SGI's driver improvement program monitors the driving records of all Saskatchewan drivers and intervenes when an individual's record warrants it. The purpose of the program is to improve the performance of drivers with poor records. SGI uses a demerit system for tracking driver performance.

SGI sends warning letters advising drivers of their deteriorating driving records. Drivers who, in spite of a warning, incur additional convictions or at-fault accidents, are required to attend a Traffic Safety Workshop or an interview with an SGI driver examiner. Further convictions or at-fault accidents may result in the driver being required to a take a road test, a defensive driving course or Driver Improvement Training. Subsequent convictions or at-fault accidents may result in licence restrictions or suspensions.

Probationary Driver Program

The probationary driver program encourages new drivers to avoid traffic collisions and convictions while improving their driving skills.

Drivers with probationary licences face earlier intervention after traffic or collision-related convictions that other drivers. The probationary period lasts for two years but may be extended to three years for those with poor driving records.

Saskatchewan has a zero alcohol tolerance level for probationary drivers.

Licensed Drivers and Drivers in Collisions by Driver Age

Figure 5.1

	Licensed Drivers			Drivers In 2003 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
<16	4,086	3,961	8,047	104	86	0	190	142	46	2	190	23.61	0.27
16	6,131	5,912	12,043	1,317	994	2	2,313	1,887	421	5	2,313	192.06	2.16
17	6,557	6,140	12,697	1,428	910	4	2,342	1,926	411	5	2,342	184.45	2.07
18	6,915	6,466	13,381	1,503	877	1	2,381	1,969	400	12	2,381	177.94	2.00
19	6,670	6,442	13,112	1,382	713	3	2,098	1,753	332	13	2,098	160.01	1.80
20	6,540	6,384	12,924	1,203	649	1	1,853	1,543	303	7	1,853	143.38	1.61
21	6,514	6,360	12,874	1,074	632	3	1,709	1,428	279	2	1,709	132.75	1.49
22	6,310	6,031	12,341	1,058	498	1	1,557	1,306	247	4	1,557	126.16	1.42
23	6,205	5,615	11,820	891	513	2	1,406	1,160	245	1	1,406	118.95	1.34
24	5,844	5,661	11,505	842	511	2	1,355	1,133	220	2	1,355	117.77	1.32
25	5,429	5,342	10,771	666	426	0	1,092	907	183	2	1,092	101.38	1.14
26	5,458	5,311	10,769	643	395	2	1,040	849	185	6	1,040	96.57	1.09
27	5,266	5,153	10,419	662	322	3	987	833	151	3	987	94.73	1.06
28	5,142	5,078	10,220	622	360	0	982	829	151	2	982	96.09	1.08
29	5,122	5,022	10,144	609	291	1	901	738	158	5	901	88.82	1.00
30	4,897	4,913	9,810	558	336	0	894	735	156	3	894	91.13	1.02
31	5,087	4,994	10,081	544	375	0	919	765	149	5	919	91.16	1.02
32	4,948	5,111	10,059	544	300	1	845	707	134	4	845	84.00	0.94
33	4,990	5,011	10,001	534	373	1	908	772	134	2	908	90.79	1.02
34	5,024	5,089	10,113	511	337	1	849	696	150	3	849	83.95	0.94
35	5,112	5,148	10,260	518	350	0	868	739	126	3	868	84.60	0.95
36	5,107	5,109	10,216	516	391	0	907	766	139	2	907	88.78	1.00
37	5,466	5,491	10,957	552	369	1	922	772	145	5	922	84.15	0.95
38	5,907	5,978	11,885	599	376	1	976	840	135	1	976	82.12	0.92
39	6,324	6,598	12,922	678	431	1	1,110	951	155	4	1,110	85.90	0.97
40	6,932	6,955	13,887	678	388	2	1,068	907	156	5	1,068	76.91	0.86
41	6,918	7,039	13,957	680	424	0	1,104	916	184	4	1,104	79.10	0.89
42	7,160	7,023	14,183	711	441	0	1,152	976	174	2	1,152	81.22	0.91
43	7,146	7,060	14,206	634	427	1	1,062	888	171	3	1,062	74.76	0.84
44	7,293	7,145	14,438	613	355	0	968	806	158	4	968	67.05	0.75
45	7,077	7,019	14,096	680	368	0	1,048	887	158	3	1,048	74.35	0.84
46	7,287	7,007	14,294	585	386	1	972	835	133	4	972	68.00	0.76
47	7,146	6,734	13,880	624	363	0	987	839	144	4	987	71.11	0.80
48	7,298	6,934	14,232	679	372	0	1,051	892	157	2	1,051	73.85	0.83
49	7,078	6,787	13,865	531	353	0	884	752	131	1	884	63.76	0.72
50	6,705	6,383	13,088	564	280	0	844	719	124	1	844	64.49	0.72
51	6,423	5,878	12,301	527	300	0	827	697	127	3	827	67.23	0.76
52	6,007	5,521	11,528	498	257	0	755	648	106	1	755	65.49	0.74
53	5,753	5,474	11,227	445	245	1	691	594	96	1	691	61.55	0.69
54	5,741	5,329	11,070	477	246	1	724	631	87	6	724	65.40	0.74
55	5,418	5,101	10,519	425	234	1	660	564	91	5	660	62.74	0.71
56	5,598	5,118	10,716	445	206	2	653	551	99	3	653	60.94	0.69
57	4,934	4,761	9,695	377	191	0	568	465	102	1	568	58.59	0.66
58	4,441	4,077	8,518	355	161	0	516	440	75	1	516	60.58	0.68
59	4,203	3,946	8,149	321	138	0	459	402	57	0	459	56.33	0.63
60	4,129	3,872	8,001	315	140	0	455	388	64	3	455	56.87	0.64
61	3,897	3,782	7,679	239	110	0	349	307	42	0	349	45.45	0.51
62	3,618	3,450	7,068	282	117	0	399	332	66	1	399	56.45	0.63

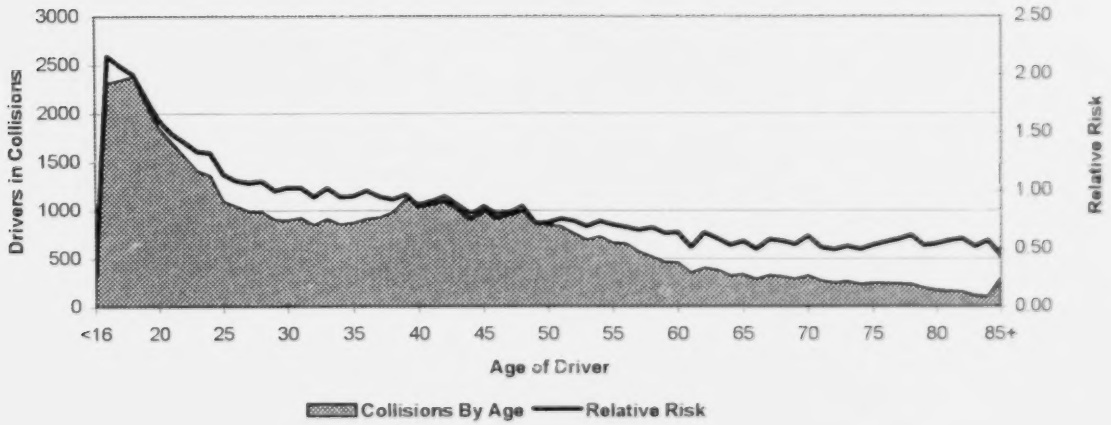
	Licensed Drivers			Drivers In 2003 Collisions								Rates	
Age	Male	Female	Total	Male	Female	Not Stated	Total	Property Damage	Personal Injury	Fatal	Total	Collision *Rates	Relative **Risk
63	3,769	3,479	7,248	258	120	0	378	321	56	1	378	52.15	0.59
64	3,522	3,294	6,816	202	119	0	321	265	55	1	321	47.10	0.53
65	3,437	3,198	6,635	230	102	0	332	279	52	1	332	50.04	0.56
66	3,244	3,189	6,433	190	93	0	283	227	56	0	283	43.99	0.49
67	3,290	3,003	6,293	231	92	0	323	269	54	0	323	51.33	0.58
68	3,264	2,948	6,212	216	96	0	312	264	48	0	312	50.23	0.56
69	3,118	2,870	5,988	205	81	0	286	240	46	0	286	47.76	0.54
70	3,098	2,823	5,921	225	94	1	320	273	46	1	320	54.04	0.61
71	3,140	2,803	5,943	187	82	0	269	235	32	2	269	45.26	0.51
72	3,004	2,645	5,649	179	68	0	247	210	37	0	247	43.72	0.49
73	2,929	2,720	5,649	165	96	0	261	217	41	3	261	46.20	0.52
74	2,773	2,491	5,264	163	68	0	231	196	33	2	231	43.88	0.49
75	2,688	2,492	5,180	165	79	0	244	206	37	1	244	47.10	0.53
76	2,544	2,352	4,896	181	61	0	242	209	32	1	242	49.43	0.56
77	2,405	2,200	4,605	163	74	0	237	206	31	0	237	51.47	0.58
78	2,252	1,992	4,244	155	77	0	232	187	43	2	232	54.67	0.61
79	2,186	1,932	4,118	130	63	0	193	164	27	2	193	46.87	0.53
80	1,871	1,683	3,554	108	63	0	171	143	25	3	171	48.11	0.54
81	1,710	1,471	3,181	110	51	0	161	132	28	1	161	50.61	0.57
82	1,547	1,388	2,935	107	46	0	153	125	28	0	153	52.13	0.59
83	1,306	1,173	2,479	74	39	1	114	93	21	0	114	45.99	0.52
84	1,095	946	2,041	80	23	0	103	77	26	0	103	50.47	0.57
85+	4,351	2,969	7,320	193	94	0	287	240	45	2	287	39.21	0.44
NS	0	0	0	520	172	3,483	4,175	3,928	245	2	4,175		
Total	341,796	326,776	668,572	35,680	20,270	3,525	59,475	50,288	9,001	186	59,475	88.96	

*The collision rate is the number of drivers in collisions divided by the number of licensed drivers in that age group multiplied by 1,000. eg: for under 16 age group - (190 / 8,047) x 1,000 = 23.61

**The relative risk of being involved in a collision is calculated by dividing the total collision rate for each age group by the average rate for all drivers. eg: for under 16 age group - 23.61 / 88.96= 0.27

Figure 5.2

Drivers in Collisions and Relative Risk by Driver Age



Licensed Drivers by Age, Gender and Year

Figure 5.3

	2001			2002			2003		
Age	Male	Female	Total	Male	Female	Total	Male	Female	Total
<16	4,072	4,023	8,095	4,102	4,132	8,234	4086	3961	8047
16	6,690	6,284	12,974	6,333	5,960	12,293	6131	5912	12043
17	6,728	6,463	13,191	6,851	6,384	13,235	6557	6140	12697
18	6,904	6,641	13,545	6,772	6,512	13,284	6915	6466	13381
19	6,700	6,535	13,235	6,716	6,506	13,222	6670	6442	13112
20	6,471	6,141	12,612	6,559	6,367	12,926	6540	6384	12924
21	6,341	5,919	12,260	6,361	6,089	12,450	6514	6360	12874
22	6,133	5,933	12,066	6,221	5,803	12,024	6310	6031	12341
23	5,829	5,647	11,476	5,962	5,743	11,705	6205	5615	11820
24	5,772	5,551	11,323	5,687	5,483	11,170	5844	5661	11505
25 - 34	51,753	51,369	103,122	51,519	50,970	102,489	51363	51024	102387
35 - 44	68,199	68,052	136,251	65,625	65,717	131,342	63365	63546	126911
45 - 54	64,114	60,171	124,285	65,192	61,567	126,759	66515	63066	129581
55 - 64	40,271	37,864	78,135	42,087	39,288	81,375	43529	40880	84409
65 - 74	32,021	28,563	60,584	31,663	28,675	60,338	31297	28690	59987
75 >	23,376	19,230	42,606	23,643	19,885	43,528	23955	20598	44553
Total	**341,374**	**324,386**	**665,760**	**341,293**	**325,081**	**666,374**	**341,796**	**326,776**	**668,572**

Drivers In Collisions by Age, Gender and Year

Figure 5.4

	2001				2002				2003			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	93	81	0	174	123	79	0	202	104	86	0	190
16	1,150	811	1	1,962	1,390	893	0	2,283	1,317	994	2	2,313
17	1,175	773	1	1,949	1,477	882	2	2,361	1,428	910	4	2,342
18	1,131	646	2	1,779	1,381	770	0	2,151	1,503	877	1	2,381
19	975	538	2	1,515	1,173	693	0	1,866	1,382	713	3	2,098
20	918	479	1	1,398	1102	594	0	1,696	1203	649	1	1,853
21	775	409	3	1,187	954	486	0	1,440	1074	632	3	1,709
22	696	397	1	1,094	821	491	1	1,313	1058	498	1	1,557
23	587	373	1	961	742	454	1	1,197	891	513	2	1,406
24	612	317	2	931	719	409	0	1128	842	511	2	1355
25 - 34	4,374	2,588	11	6,973	5,197	3,036	2	8,235	5,893	3,515	9	9,417
35 - 44	4,445	2,926	13	7,384	5,285	3,505	2	8,792	6,179	3,952	6	10,137
45 - 54	3,650	2,085	4	5,739	4,723	2,565	4	7,292	5,610	3,170	3	8,783
55 - 64	1,967	1003	4	2,974	2,624	1247	1	3,872	3,219	1536	3	4,758
65 - 74	1,401	731	1	2,133	1,648	760	1	2,409	1,991	872	1	2,864
75 >	1,078	477	1	1,556	1,278	569	0	1,847	1,466	670	1	2,137
NS *	261	68	2,103	2,432	393	121	2,791	3,305	520	172	3,483	4,175
Total	**25,288**	**14,702**	**2,151**	**42,141**	**31,030**	**17,554**	**2,805**	**51,389**	**35,680**	**20,270**	**3,525**	**59,475**

Drivers In Collisions by Age, Collision Severity and Year

Figure 5.5

	2001				2002				2003**			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	126	46	2	174	149	50	3	202	142	46	2	190
16	1,561	396	5	1,962	1,898	379	6	2,283	1,887	421	5	2,313
17	1,558	388	3	1,949	1,944	411	6	2,361	1,926	411	5	2,342
18	1,427	344	8	1,779	1,766	379	6	2,151	1,969	400	12	2,381
19	1,218	295	2	1,515	1,566	297	3	1,866	1,753	332	13	2,098
20	1,121	267	10	1,398	1,391	299	6	1,696	1,543	303	7	1,853
21	962	220	5	1,187	1170	264	6	1,440	1428	279	2	1,709
22	865	222	7	1,094	1087	217	9	1,313	1306	247	4	1,557
23	747	208	6	961	981	214	2	1,197	1160	245	1	1,406
24	771	159	1	931	931	191	6	1128	1133	220	2	1355
25 - 34	5,529	1,410	34	6,973	6,771	1,441	23	8,235	7,831	1,551	35	9,417
35 - 44	5,955	1,390	39	7,384	5,285	3,505	2	8,792	8,561	1,543	33	10,137
45 - 54	4,643	1,065	31	5,739	6,138	1,127	27	7,292	7,494	1,263	26	8,783
55 - 64	2,396	558	20	2,974	3,224	631	17	3,872	4,035	707	16	4,758
65 - 74	1,716	400	17	2,133	1,969	432	8	2,409	2,410	445	9	2,864
75 >	1,254	294	8	1,556	1,521	306	20	1,847	1,782	343	12	2,137
NS *	2,229	197	6	2,432	3,114	188	3	3,305	3,928	245	2	4,175
Total	**34,078**	**7,859**	**204**	**42,141**	**40,905**	**10,331**	**153**	**51,389**	**50,288**	**9,001**	**186**	**59,475**

* Driver age not stated.

** Property damage only collisions in 2003 increased due to a change in reporting procedures.

Number of Charges Resulting from Collisions by Severity of Collision

Figure 5.6

Charges Laid	Property Damage	Personal Injury	Fatal	Total	% of Total Factors
Unregistered Vehicle	89	51	0	140	2.3
Disobey Stop Sign	176	138	1	315	5.2
Fail to Signal	8	2	0	10	0.2
Speed too Fast for Condition	224	153	0	377	6.2
Driving Without Due Care	548	380	3	931	15.3
Following too Close	204	133	0	337	5.5
Passing on Right	6	3	0	9	0.1
Improper Lane Change	62	22	0	84	1.4
Improper Turn	109	58	0	167	2.7
Fail to Yield Right of Way	574	323	1	898	14.7
Passing When Unsafe	9	5	0	14	0.2
Driving Left of Centre	22	11	0	33	0.5
Driving Wrong Way on a One Way Street	4	1	0	5	0.1
Fail to Yield to Pedestrian	1	31	0	32	0.5
Fail to Report	234	53	0	287	4.7
Disobey Traffic Signal	174	122	0	296	4.9
Improper Parking on Highway or Street	5	2	0	7	0.1
Passing School Bus When Forbidden	0	0	0	0	0.0
Inadequate Brakes	2	0	0	2	0.0
Lights, Tires, Windshield or Bumper Height *	1	3	0	4	0.1
Dangerous Driving	41	28	2	71	1.2
Driving While Disqualified	75	51	0	126	2.1
Criminal Negligence	1	1	1	3	0.0
Fail to Remain at Scene	101	37	4	142	2.3
Impaired Driving/Refuse Testing	328	210	9	547	9.0
Unsafe Backing	67	9	0	76	1.2
No Driver's Licence	242	144	1	387	6.3
Operator or Passenger Not Using Seat Belt	2	21	0	23	0.4
Speeding Past Highway Worker	1	0	0	1	0.0
Stunting	22	3	0	25	0.4
24 Hour Suspension	75	31	0	106	1.7
Other Offence	402	236	2	640	10.5
Total	**3,809**	**2,262**	**24**	**6,095**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Action by Age

Figure 5.7

Human Action	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Fail to Yield Right of Way	22	150	134	135	104	107	299	379	394	342	252	513	67	2,898	21.6
Control Device Disregarded	9	42	51	60	44	43	121	162	165	139	89	183	52	1,160	8.6
Following too Close	1	62	64	67	46	40	132	172	153	95	62	54	23	971	7.2
Too Fast for Road Conditions	16	161	132	130	87	82	211	229	187	108	53	37	57	1,490	11.1
Exceeding Speed Limit	14	45	33	37	44	22	62	50	25	9	1	4	28	374	2.8
Turning Improper	7	30	27	33	27	26	78	69	75	79	65	96	19	631	4.7
Passing or Improper Lane Use	5	29	36	40	24	23	59	96	86	86	70	77	31	662	4.9
Backing Unsafe	6	45	39	29	29	25	97	158	200	165	125	195	67	1,180	8.8
Fail to Signal	0	3	2	1	1	1	2	7	2	6	5	2	2	34	0.3
Driving Wrong Way on a One Way	2	0	1	3	0	1	6	2	4	1	2	6	4	32	0.2
Taking Evasive Action	10	156	138	133	124	105	331	420	420	318	156	106	22	2,439	18.2
Careless Driving / Stunting	29	50	43	47	48	34	65	79	53	25	7	20	85	585	4.4
Pedestrian Action Contributed	0	1	1	0	0	0	3	1	1	2	0	1	0	10	0.1
Other Human Action	15	48	33	34	28	25	51	95	82	67	38	53	397	966	7.2
Total	**136**	**822**	**734**	**749**	**606**	**534**	**1,517**	**1,919**	**1,847**	**1,442**	**925**	**1,347**	**854**	**13,432**	
Per cent	**1.0**	**6.1**	**5.5**	**5.6**	**4.5**	**4.0**	**11.3**	**14.3**	**13.8**	**10.7**	**6.9**	**10.0**	**6.4**		**100.0**

Number of Charges Resulting from Collisions by Age

Figure 5.8

Charges Laid	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Unregistered Vehicle	4	4	7	7	6	6	25	33	15	15	9	7	2	140	2.3
Disobey Stop Sign	0	17	25	11	11	14	31	42	41	33	28	62	0	315	5.2
Fail to Signal	0	1	2	0	0	1	2	2	0	1	0	1	0	10	0.2
Speed too Fast for Conditions	1	57	50	34	26	24	56	45	39	25	12	7	1	377	6.2
Driving Without Due Care	8	112	87	79	67	58	118	124	83	73	39	79	4	931	15.3
Following too Close	0	28	25	24	20	16	56	63	39	26	23	16	1	337	5.5
Passing on Right	0	1	1	1	0	0	3	3	0	0	0	0	0	9	0.1
Improper Lane Change	0	2	4	5	3	6	14	8	14	9	6	13	0	84	1.4
Improper Turn	1	13	7	7	9	6	22	22	19	19	17	24	1	167	2.7
Fail to Yield Right of Way	2	47	42	54	42	30	101	115	129	103	81	150	2	898	14.7
Passing When Unsafe	0	1	1	4	0	1	1	3	1	0	1	1	0	14	0.2
Driving Left of Centre	1	4	1	2	1	1	4	8	4	2	2	3	0	33	0.5
Wrong Way on a One Way	1	0	0	0	0	0	2	0	0	1	0	1	0	5	0.1
Fail to Yield to Pedestrian	0	1	2	2	0	2	7	5	4	4	3	2	0	32	0.5
Fail to Report	4	21	15	21	23	18	56	55	34	10	5	11	14	287	4.7
Disobey Traffic Signal	0	9	12	17	13	11	28	42	53	35	25	51	0	296	4.9
Improper Parking	0	0	0	1	0	0	2	0	0	0	1	1	2	7	0.1
Passing School Bus	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0
Inadequate Brakes	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0.0
Lights, Tires, Windshield, Bumper*	0	0	1	0	0	0	0	0	2	0	0	1	0	4	0.1
Dangerous Driving	7	7	5	5	4	4	16	16	4	1	1	0	1	71	1.2
Driving While Disqualified	0	1	2	7	7	3	26	42	21	9	5	3	0	126	2.1
Criminal Negligence	0	1	0	0	0	0	0	1	1	0	0	0	0	3	0.0
Fail to Remain at Scene	3	6	5	12	11	10	20	24	29	4	5	5	8	142	2.3
Impaired Driving/Refuse Testing	3	9	16	30	38	31	94	139	105	52	11	17	2	547	9.0
Unsafe Backing	0	4	3	3	1	2	9	12	17	6	7	11	1	76	1.2
No Driver's Licence	32	22	23	26	25	19	59	83	53	31	8	5	1	387	6.3
Not Using Seat Belt	0	1	2	2	1	2	1	3	7	1	1	1	1	23	0.4
Speeding Past Highway Worker	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.0
Stunting	0	4	3	3	3	2	3	7	0	0	0	0	0	25	0.4
24 Hour Suspension	0	3	3	7	6	8	23	18	17	6	7	7	1	106	1.7
Other Offence	18	30	45	42	41	33	74	88	75	65	42	69	18	640	10.5
Total	**85**	**406**	**389**	**406**	**358**	**308**	**854**	**1,004**	**905**	**532**	**339**	**548**	**60**	**6,096**	**100.0**

* Defective or Unauthorized

Number of Occurrences of Human Condition by Age

Figure 5.9

Human Condition	<16	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65+	Not Stated	Total	%
Inattentive	64	455	422	416	375	326	952	1209	1,126	964	563	928	687	8,487	65.5
Distracted	5	88	72	71	61	46	120	193	167	117	66	77	16	1,099	8.5
Had Been Drinking	8	26	26	36	39	44	101	109	63	39	12	16	30	549	4.2
Impaired	3	12	22	42	44	37	108	169	135	64	15	21	19	691	5.3
Extreme Fatigue	0	1	4	3	4	5	8	19	11	8	5	3	2	73	0.6
Fell Asleep	0	12	12	19	21	14	32	39	25	16	8	14	1	213	1.6
Driver Inexperience / Confusion	80	354	176	167	77	65	93	78	43	34	32	85	14	1,298	10.0
Lost Consciousness / Illness	0	0	1	0	1	1	6	7	6	9	9	18	0	58	0.4
Physical / Medical Disability	0	0	1	2	1	1	5	11	8	9	4	33	0	75	0.6
Drugs (Prescription or Illegal)	1	3	2	2	3	0	3	11	14	6	1	2	1	49	0.4
Defective Eyesight / Hearing	0	0	0	1	0	0	0	0	1	0	1	24	1	28	0.2
Other Human Conditions	8	16	14	17	11	9	32	42	37	36	20	60	33	335	2.6
Total	**169**	**967**	**752**	**776**	**637**	**548**	**1,460**	**1,887**	**1,636**	**1,302**	**736**	**1,281**	**804**	**12,955**	
Per cent	1.3	7.5	5.8	6.0	4.9	4.2	11.3	14.6	12.6	10.1	5.7	9.9	6.2		**100.0**

Number of Drivers Involved in Collisions by Licence Class and Age

Figure 5.10

Age Group	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Not Stated	Total
Under 16	1	0	0	0	8	0	101	80	190
16	1	0	1	0	2,159	0	75	77	2,313
17	0	0	1	1	2,168	0	53	119	2,342
18	15	0	1	2	2,181	0	36	146	2,381
19	49	0	2	7	1,882	0	21	137	2,098
20	77	0	6	4	1,603	0	36	127	1,853
21-24	359	1	20	75	5,021	4	68	479	6,027
25-34	958	29	75	322	7,203	3	75	752	9,417
35-44	1,243	98	124	356	7,623	2	37	654	10,137
45-54	1,285	136	149	320	6,348	1	8	536	8,783
55-64	526	119	91	179	3,571	0	5	267	4,758
65 and Over	192	35	48	49	4,442	0	6	229	5,001
Not Stated	4	1	1		18			4,151	4,175
Drivers In Collisions	**4,710**	**419**	**519**	**1,315**	**44,227**	**10**	**521**	**7,754**	**59,475**
Total Licensed Drivers	**44,833**	**3,643**	**5,532**	**10,520**	**577,018**	**12**	**27,014**	**0**	**668,572**
Relative Risk *	**1.18**	**1.29**	**1.05**	**1.41**	**0.86**	**9.37**	**0.22**	**N/A**	**1.00**

* Relative Risk = (% of Total Collisions in Class) / (% of Total Licence Holders in Class)

Licence Class

Class 1 - Operators of power units and truck tractors that have a trailer where the gross weight of the towed unit(s) exceeds 4,600 kg.

Class 2 - Operators of buses having a seating capacity in excess of 24 passengers.

Class 3 - Operators of trucks with more than two axles that have a trailer(s) in tow, where the gross weight of the towed unit does not exceed 4,600 kg.

Class 4 - Operators of taxis, ambulances, law enforcement vehicles and buses having a seating capacity of 24 or fewer passengers.

Class 5 - Operators of cars, vans, two-axle trucks, two-axle vehicles having a trailer(s) in tow where the gross weight of the the unit(s) does not exceed 4,600 kg, buses when not transporting passengers, three-axle motorhomes, taxis and ambulances when not used for hire.

Class 6 - Operators of motorcycles.

Class 7 - Class 5 operators, operating as a learner.

Number of Drivers Involved in Collisions by Year and Age

Figure 5.11

Age Group	1994	1995	1996	1997	1998	1999	2000	2001	2002**	2003 **
Under 16	207	201	204	182	179	205	185	174	202	190
16	1,784	1,779	1,676	1,623	1,773	1,928	2,028	1,962	2,283	2,313
17	1,723	1,712	1,758	1,691	1,917	1,861	1,993	1,949	2,361	2,342
18	1,616	1,614	1,547	1,666	1,763	1,814	1,877	1,779	2,151	2,381
19	1,467	1,495	1,534	1,561	1,564	1,679	1,776	1,515	1,866	2,098
20	1,295	1,282	1,311	1,310	1,396	1,433	1,513	1,398	1,696	1,853
21-24	3,947	4,099	4,005	3,815	4,005	4,344	4,581	4,173	5,078	6,027
25-34	8,275	7,711	7,665	6,970	7,116	7,121	7,335	6,973	8,235	9,417
35-44	6,935	7,065	7,302	6,698	7,246	7,687	7,996	7,384	8,792	10,137
45-54	4,006	4,377	4,435	4,376	4,609	5,118	5,736	5,739	7,292	8,783
55-64	2,665	2,670	2,625	2,470	2,622	2,850	2,997	2,974	3,872	4,758
65 and Over	3,239	3,271	3,308	3,221	3,455	3,562	3,845	3,689	4,256	5,001
Not Stated	3,869	4,269	5,133	4,772	4,031	2,628	2,628	2,432	3,305	4,175
Drivers In Collisions	**41,028**	**41,555**	**42,503**	**40,355**	**41,676**	**42,230**	**44,491**	**42,141**	**51,389**	**59,475**

**** Property damage only collisions in 2002 & 2003 increased due to a change in reporting procedures.**

Convictions - 1998 to 2003

Figure 5.12

OFFENCE	1998	1999	2000	2001	2002	2003	Avg/yr
Exceed Speed Limit	68,737	63,440	67,126	70,220	65,658	62,206	66,231
Driver Fail to Wear Seat Belt	9,894	12,065	12,949	13,474	12,094	11,028	11,917
Stop Sign	5,027	5,663	5,665	5,850	5,042	5,591	5,473
No Licence/Inappropriate Licence	4,986	5,750	5,482	5,644	4,807	4,256	5,154
Operating Unregistered Vehicle	4,390	4,592	4,114	3,669	3,298	3,027	3,848
Run Red Light Camera	0	0	56	1,362	1,477	2,137	839
Red Light	2,391	2,594	2,359	2,422	2,148	2,075	2,332
Without Due Care/Reasonable Consideration	1,757	1,676	1,677	1,972	1,885	1,809	1,847
Fail to Display Plate/Stickers/Permit	1,224	1,792	1,685	1,876	1,383	1,218	1,530
Driving While Suspended or Refused Issue Etc	1,408	1,175	1,155	1,227	1,144	1,091	1,200
Inadequate/Improper Equipment	2,915	2,286	1,703	1,103	1,010	830	1,641
Stunting	1,102	997	981	1,099	904	829	985
Drive Vehicle While Passenger Unrestrained	697	697	644	729	692	620	680
U-Turn at Traffic Lights	1,089	956	891	829	720	594	847
Fail To Report Accident	677	766	719	752	719	553	698
Amber Light	603	531	516	512	440	553	526
Speed Too Fast For Conditions	912	834	878	600	590	547	727
Driving Contrary to Sign Direction	393	440	521	505	596	545	571
Left Turn Across Traffic	712	620	636	623	554	511	609
Following Too Close	574	598	639	606	561	495	528
Exceed 60 Km/h Passing Emergency Vehicle	0	0	0	362	537	381	213
Yield Sign	413	429	438	444	404	361	415
Disobey Traffic Control Device	454	348	433	409	335	300	380
Illegal U-Turn	141	244	263	243	227	236	226
Improper Turn	260	295	264	263	315	227	271
Driving Left of Centre	226	289	232	253	192	223	236
Unauthorized Use of Plate/Registration	239	230	236	227	173	194	217
Backing Up When Unsafe	394	436	414	511	382	194	389
Excessive Noise	403	360	318	333	216	192	304
Failing to Yield to Vehicle on Right	242	261	271	222	233	178	206
Flashing Red Light or Proceed Before Safe	25	114	144	134	154	173	124
Fail to Obey Restriction/Endorsement	267	303	253	234	215	170	240
Insufficient or No Signal	176	232	220	227	181	152	198
Fail To Yield To Pedestrian	167	160	180	199	145	144	166
Fail to Produce Licence/Registration	201	175	115	150	95	127	144
Straddling Lanes	246	238	227	208	162	126	201
Headlamps not Illuminated	67	96	124	154	106	121	111
Passing on the Right	138	91	115	103	118	86	109
Cross Solid Lines	122	100	120	190	87	85	117
Exceed 60 Km/h Passing Highway Worker	81	125	119	753	308	83	245
Passing When Unsafe	119	100	109	115	94	79	103
Disobey School Bus Signal	126	135	150	132	105	76	121
Inadequate Brakes	59	197	237	158	125	76	142
Improper Lane Use	18	12	33	67	73	66	45
Exceeding Posted Speed by 50 km or More	0	0	0	0	0	63	11
Fail to Stop for Railway Crossing	150	122	147	125	80	62	114
Driving While on 24 Hour Suspension	28	37	43	34	61	61	44
Obscured Vision	79	77	67	80	66	58	71
Fail to Yield Leaving Lane or Alley	104	80	82	72	56	45	73
Deface or Alter Licence/Registration/Plate	14	23	17	24	26	44	25
Improperly Equipped M/C Operator or Passenger	102	68	81	80	72	43	74
Fail to Dim	36	26	25	49	35	38	35
Driving on Wrong Side of Divided Highway	29	37	57	61	35	36	43
Allow Rider on Exterior of Vehicle	67	66	56	69	29	35	54
Enter Prov Highway/Fail to Yield	25	40	64	62	50	33	46
Improper Stopping On Highway or Street	25	45	40	26	40	30	34
Drive Over Median	30	30	39	29	36	26	32

Convictions - 1998 to 2003

Figure 5.12

OFFENCE	1998	1999	2000	2001	2002	2003	Avg/yr
Disobey Emergency Vehicle Signal	22	23	23	28	32	24	25
Unlit Lamps or Obstruction	32	32	48	59	38	18	38
Cutting In	20	33	37	40	18	16	27
Contest of Speed	95	77	102	39	13	15	57
Improperly Equipped Vehicle	1,275	140	19	20	6	15	246
Permit Attachment of Person/Device	9	22	7	13	7	14	12
Glass or Other Litter on Highway	22	23	14	24	20	14	20
Insecure Load or Unmarked Overhanging Load	69	61	18	19	8	13	31
Overcrowded Steering Compartment	39	24	26	28	17	12	24
Fail to Obey Flag Person Directions	12	7	4	13	17	11	11
Fail to Yield On Green Arrow	26	20	23	12	16	7	17
Impede Traffic	5	6	8	4	8	5	6
Flashing Red Light at Crosswalk	268	14	2	1	3	5	49
Speeding Up on Being Overtaken	5	7	16	12	11	4	9
Enter or Leave Controlled Access Unlawfully	3	3	5	1	2	4	3
Produce Other Persons Licence	9	9	8	9	9	4	8
Fail to Stop School Bus/Dangerous Goods Vehicle	13	8	3	4	7	3	6
Hold More Than One Licence	8	2	10	10	3	2	6
Disobey Traffic Light Not at Intersection	5	7	5	10	9	2	6
False Statement/Fail to Furnish Information	91	11	2	3	2	2	19
Improper Seating on Motorcycle	3	3	5	0	0	2	2
Fail to Extinguish Spotlight	4	1	2	1	4	2	2
Proceed Contrary To Arrow	2	5	5	2	1	1	3
Allowing Other Person to Use Licence	5	6	4	2	3	1	4
Cross Highway	34	7	5	3	8	1	10
Fail to/Improperly Activate School Bus Signal	0	0	0	0	1	1	0
Obstruct Intersection	0	0	1	2	1	0	1
Interfere With Funeral Procession	1	2	1	1	0	0	1
Motorcycle in Same Lane as Another Vehicle	1	2	1	3	0	0	1
Motorcycles More Than Two Abreast	1	0	0	1	0	0	0
Total	**116,840**	**113,648**	**116,533**	**122,240**	**111,554**	**105,337**	**114,359**

Criminal Code Convictions - 1998 to 2003

Figure 5.13

	1998	1999	2000	2001	2002	2003	Avg/yr
Over 80 Mg Alcohol in Blood	4,200	4,057	3,727	3,542	3,678	3,001	3,701
Drive While Disqualified (Prov)	459	666	734	782	869	867	730
Impaired Driving	970	1,008	931	859	826	822	903
Drive While Disqualified	939	986	923	892	738	673	859
Fail to Comply With Demand	162	158	181	158	166	137	160
Dangerous Driving	224	207	193	125	159	133	174
Leave Scene of Accident	145	140	132	109	89	81	116
Fail to Stop For Police Officer (CC)	0	0	18	79	85	75	80
Fail to Stop For Police Officer	3	38	34	30	32	45	30
Impaired Driving Causing Bodily Harm	51	25	32	27	44	28	35
Dangerous Driving Causing Bodily Harm	20	16	7	16	12	12	14
Dangerous Driving Causing Death	2	5	3	2	3	6	4
Impaired Driving Causing Death	7	3	7	3	4	1	4
Criminal Negligence Causing Bodily Harm	1	2	4	1	0	0	1
Manslaughter	1	0	0	0	0	0	0
Criminal Negligence Causing Death	0	1	3	1	1	0	1
Criminal Negligence In Operation of Motor Vehicle	0	0	0	0	1	0	0
Total	**7,184**	**7,312**	**6,929**	**6,626**	**6,707**	**5,881**	**6,773**

Figure 5.14

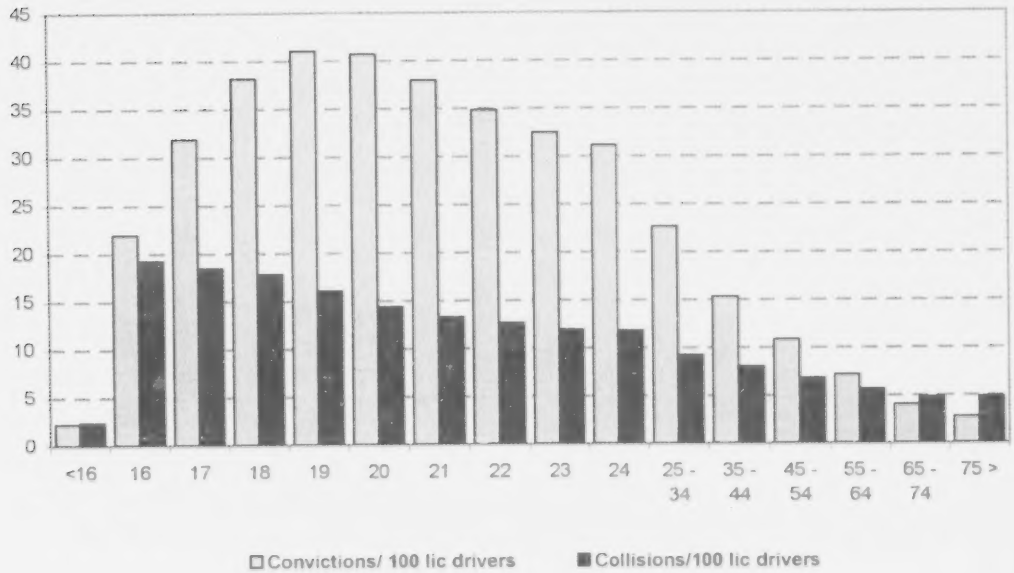
Convictions, Licensed Drivers & Drivers in Collisions by Age

Age	*Convictions	Licensed Drivers	Drivers in Collisions	Convictions/ 100 lic drivers	Collisions/100 lic drivers	Conviction Risk	Collision Risk
<16	178	8,047	190	2.21	2.36	0.14	0.27
16	2,637	12,043	2,313	21.90	19.21	1.39	2.16
17	4,044	12,697	2,342	31.85	18.45	2.02	2.07
18	5,106	13,381	2,381	38.16	17.79	2.42	2.00
19	5,377	13,112	2,098	41.01	16.00	2.60	1.80
20	5,256	12,924	1,853	40.67	14.34	2.58	1.61
21	4,887	12,874	1,709	37.96	13.27	2.41	1.49
22	4,295	12,341	1,557	34.80	12.62	2.21	1.42
23	3,836	11,820	1,406	32.45	11.90	2.06	1.34
24	3,577	11,505	1,355	31.09	11.78	1.97	1.32
25 - 34	23,140	102,387	9,417	22.60	9.20	1.43	1.03
35 - 44	19,359	126,911	10,137	15.25	7.99	0.97	0.90
45 - 54	14,006	129,581	8,783	10.81	6.78	0.69	0.76
55 - 64	6,019	84,409	4,758	7.13	5.64	0.45	0.63
65 - 74	2,405	59,987	2,864	4.01	4.77	0.25	0.54
75 >	1,215	44,553	2,137	2.73	4.80	0.17	0.54
Not Stated			4,175				
Total	**105,337**	**668,572**	**59,475**	**15.76**	**8.90**	**1.00**	**1.00**

* Does not include Criminal Code convictions

Figure 5.15

Convictions and Collisions by Age Group



Vehicle Factors

Contents:

			Page
Figure	6.1	Number of Vehicles in Collisions by Vehicle Type and Severity	41
	6.2	Number of Vehicles in Collisions by Vehicle Type and Road System	41
	6.3	Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer	42
	6.4	Number of Vehicles by Pre-Collision Vehicle Action and Severity	42
	6.5	Collisions Involving Dangerous Goods	43
	6.6	Truck Collisions by Year	43
	6.7	Trucks Involved In Collisions by Truck Type	43
	6.8	Motorcycle Collisions by Year	44
	6.9	Vehicle Registrations by Year	44

Vehicle Factors

There were 65,121 vehicles involved in 41,151 collisions during 2003. This is an average of 1.58 vehicles per collision. This section provides details on the different types of vehicles involved in collisions.

- Automobiles accounted for 53.1 per cent of vehicles in all collisions and 41.0 per cent of the vehicles in fatal collisions.
- Pickup trucks accounted for 21.0 per cent of vehicles in all collisions and 26.2 per cent of vehicles in fatal collisions.
- Large trucks represented 4.0 per cent of the vehicles involved in all collisions and 14.4 per cent of the vehicles in a fatal collision during 2003. Research has shown that in 75 per cent of fatal crashes involving a large truck the action taken by the driver of the other vehicle was the major factor contributing to the collision.
- There were 303 motorcycles involved in collisions during 2003 and 56.8 per cent of those resulted in injury or death.

Figures 6.6 to 6.8 show some historical data on truck and motorcycle collisions. Similar breakdowns for other vehicle types are available upon request.

Figure 6.9 shows a breakdown of registrations by vehicle type. This information can be used when calculating risk exposure for different types of vehicles.

Number of Vehicles in Collisions by Vehicle Type and Severity

Figure 6.1

Vehicle Type	Property Damage	Personal Injury	Fatal	Total	%
Automobile (passenger car)	28,833	5,647	77	34,557	53.1
Pickup Trucks	11,908	1,738	49	13,695	21.0
Panel Van / Mini Van / Sport Utility Vehicles (SUV)	8,824	1,146	22	9,992	15.3
Trucks > 4,500 kg	1,173	102	4	1,279	2.0
Semi-Trailer Power Unit	1,107	193	23	1,323	2.0
Transit Bus (Urban)	97	21	0	118	0.2
Inter-City Bus	24	4	0	28	0.0
School Bus - Standard Large Type	78	23	1	102	0.2
School Bus - Van Type	60	1	0	61	0.1
Other Bus - Unspecified/Private	36	5	0	41	0.1
Motorcycle	131	169	3	303	0.5
Moped / Powered Bicycle	4	1	0	5	0.0
Bicycle*	68	217	0	285	0.4
Ambulance / Police / Fire	95	18	1	114	0.2
Snowmobile *	14	21	2	37	0.1
Construction / Maintenance Equipment	52	10	0	62	0.1
Unregistered Farm Equipment	22	9	3	34	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	7	19	2	28	0.0
Motorhome	31	2	0	33	0.1
Other Vehicle	237	10	0	247	0.4
Not Stated	2,714	63	0	2,777	4.3
Total	**55,515**	**9,419**	**187**	**65,121**	**100.0**

Number of Vehicles in Collisions by Vehicle Type and Road System

Figure 6.2

Vehicle Type	Urban Streets	Provincial Highways	Rural Roads	Other	Total	%
Automobile (passenger car)	27,326	4,453	1,750	1,028	34,557	53.1
Pickup Trucks	7,883	2,871	1,997	944	13,695	21.0
Panel Van / Mini Van / Sport Utility Vehicles (SUV)	7,194	1,798	608	392	9,992	15.3
Trucks > 4,500 kg	541	341	264	133	1,279	2.0
Semi-Trailer Power Unit	372	724	153	74	1,323	2.0
Transit Bus (Urban)	118	0	0	0	118	0.2
Inter-City Bus	24	2	1	1	28	0.0
School Bus - Standard Large Type	68	11	12	11	102	0.2
School Bus - Van Type	55	2	3	1	61	0.1
Other Bus - Unspecified/Private	35	4	1	1	41	0.1
Motorcycle	216	65	16	6	303	0.5
Moped / Powered Bicycle	3	2	0	0	5	0.0
Bicycle*	277	4	0	4	285	0.4
Ambulance / Police / Fire	82	26	3	3	114	0.2
Snowmobile *	6	8	11	12	37	0.1
Construction / Maintenance Equipment	31	15	12	4	62	0.1
Unregistered Farm Equipment	3	14	14	3	34	0.1
Off Highway Vehicle (3 or 4 Wheel ATVs) *	7	5	8	8	28	0.0
Motorhome	19	11	2	1	33	0.1
Other Vehicle	188	9	4	46	247	0.4
Not Stated	2,545	107	30	95	2,777	4.3
Total	**46,993**	**10,472**	**4,889**	**2,767**	**65,121**	**100.0**

* TAIS records only traffic collisions on public roads. Therefore, many collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if in contact with a motor vehicle on the roadway.

The standard passenger car and pickup truck are involved in 74.1 per cent of all collisions. Other special categories, such as all-terrain vehicles, large trucks and school buses, are of special interest to various groups and users.

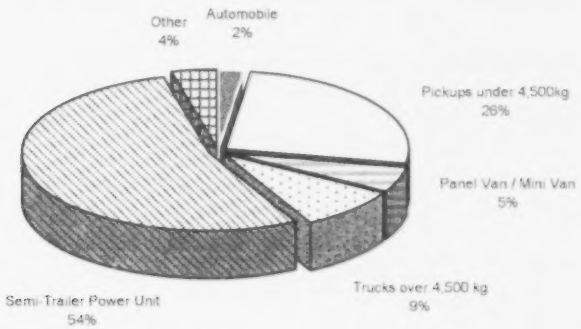
Number of Vehicles in Collisions by Vehicle Type and Type of Towed Trailer

Figure 6.3

Vehicle Type	No Trailer	Recre-ation	Utility	Farm	Maint/ Const	Towed Vehicle	Single Semi	A * Train	C * Train	B * Train	Over Sized	Other	Total	%
Automobile (pass'ger car)	34,529	8	8	0	0	1	0	0	0	0	0	11	34,557	53.1
Pickup Trucks	13,368	67	88	35	11	24	3	1	0	4	0	94	13,695	21.0
Panel Van / Mini Van / SUV	9,924	21	19	0	0	1	0	0	0	0	0	27	9,992	15.3
Trucks > 4,500 kg	1,166	0	4	10	6	12	17	5	1	3	0	55	1,279	2.0
Semi-Trailer Power Unit	641	1	2	2	7	1	388	46	19	81	2	133	1,323	2.0
Bus - All Types	348	0	0	0	1	0	0	0	0	0	0	1	350	0.5
Const./Maintenance Equip.	56	0	0	0	5	0	0	0	0	0	0	1	62	0.1
Farm Equipment	18	0	0	14	0	1	0	0	0	0	0	1	34	0.1
Motorhome	29	1	0	0	0	3	0	0	0	0	0	0	33	0.1
Other Vehicle	3,773	3	12	1	0	1	1	0	0	1	0	4	3,796	5.8
Total	**63,852**	**101**	**133**	**62**	**30**	**44**	**409**	**52**	**20**	**89**	**2**	**327**	**65,121**	**100.0**

* An " A" train is a single hitch drawbar. A "C" train is a double hitch drawbar. A "B" train is connected by a fifth wheel.

% of Vehicles in Collisions Involving Trailers



Number of Vehicles in Collisions by Pre-Collision Vehicle Action and Severity

Figure 6.4

Pre-Collision Action	Property Damage	Personal Injury	Fatal	Total	%
Going Straight Ahead	29,306	5,876	158	35,340	54.3
Turning Left	3,736	948	5	4,689	7.2
Turning Right	2,125	369	1	2,495	3.8
Making U-Turn	223	34	0	257	0.4
Changing Lanes	1,250	107	1	1,358	2.1
Merging	304	73	0	377	0.6
Reversing	2,591	70	1	2,662	4.1
Overtaking, Passing on Left or Right	245	72	8	325	0.5
Slowing or Stopping on the Roadway (decelerating)	3,145	622	7	3,774	5.8
Stopped in Traffic (incl. mechanical breakdown)	3,932	817	1	4,750	7.3
Starting in Traffic (accelerating)	700	90	2	792	1.2
Starting from Parked Position, Leaving Roadside	288	17	1	306	0.5
Entering Parked Position, Stopping On Roadside	277	6	0	283	0.4
Parked Legally	5,071	190	1	5,262	8.1
Parked Illegally	88	11	0	99	0.2
Other	118	22	1	141	0.2
Not Stated	2,116	95	0	2,211	3.4
Total	**55,515**	**9,419**	**187**	**65,121**	**100.0**

Collisions Involving Dangerous Goods

Figure 6.5

Dangerous Goods Class	Spilled Yes	Spilled No	Total	% Spilled	% of Total
Class 1 Explosives	0	12	12	0.0	7.5
Class 2 Compressed Gases	0	17	17	0.0	10.6
Class 3 Flammable Liquids	29	57	86	33.7	53.8
Class 4 Flammable Solids	1	0	1	100.0	0.6
Class 5 Oxidizers & Organic Substances	2	0	2	100.0	1.3
Class 6 Poisonous & Infectious Substances	6	3	9	66.7	5.6
Class 7 Radioactive Materials	0	1	1	0.0	0.6
Class 8 Corrosive Substances	4	4	8	50.0	5.0
Class 9 Miscellaneous Substances	18	6	24	75.0	15.0
Total	**60**	**100**	**160**	**37.5**	**100.0**
% of Total	**37.5**	**62.5**	**100.0**		

Truck Collisions by Year

Figure 6.6

Year	Total Number of Trucks Involved	Number of Truck Collisions: Property Damage Only	Personal Injury	Fatal	Total	Number Injured	Number Killed
1992	1,433	1,130	234	25	1,389	357	28
1993	1,260	943	254	20	1,217	372	21
1994	1,335	981	287	25	1,293	469	32
1995	1,398	1,014	304	21	1,339	473	27
1996	1,510	1,133	296	28	1,457	442	36
1997	1,530	1,111	330	24	1,465	452	37
1998	1,354	1,037	246	25	1,308	344	31
1999	1,298	958	267	22	1,247	388	32
2000	1,461	1,057	309	36	1,402	484	39
2001	1,445 *	1,071	286	31	1,388	402	33
2002	1,904 *	1,553 *	283	21	1,857	379	26
2003	2,602 *	2,214 *	281	26	2,521	401	28

Trucks Involved In Collisions by Truck Type

Figure 6.7

Year	Single Unit (Straight) Trucks: Property Damage Only	Personal Injury	Fatal	Articulated/Tractor-Trailer Trucks: Property Damage Only	Personal Injury	Fatal
1992	584	110	8	582	131	18
1993	458	99	5	519	161	18
1994	468	124	8	546	168	21
1995	492	116	5	565	204	16
1996	501	105	4	674	202	24
1997	480	131	6	682	212	19
1998	405	93	8	666	165	17
1999	376	81	5	624	192	20
2000	385	100	5	717 *	219	35
2001	395	88	7	717	211	27
2002	702 *	96	3	888 *	195	20
2003	1,173 *	102	4	1,107 *	193	23

*Property damage only collisions in 2002 and 2003 increased due to a change in reporting procedures

Motorcycle Collisions by Year

Figure 6.8

Year	Property Damage Only	Personal Injury	Fatal	Total	Persons Injured	Persons Killed
1988	137	222	3	362	260	3
1989	98	172	5	275	193	5
1990	91	165	4	260	183	6
1991	101	156	5	262	179	6
1992	95	149	2	246	161	2
1993	59	131	5	195	150	5
1994	61	131	4	196	148	4
1995	41	107	5	153	125	5
1996	54	118	4	176	131	5
1997	69	105	4	178	132	4
1998	60	117	3	180	138	3
1999	62	115	2	179	131	2
2000	68	132	2	202	150	2
2001	95	122	3	220	137	3
2002	103	118	3	224	130	3
2003	131	168	2	301	182	4

Vehicle Registrations (Insured Years*)

Figure 6.9

Type of Vehicle	1999	2000	2001	2002	2003
Passenger Cars - excludes special use	331,139	331,194	326,801	327,641	328,516
Sport Utility Vehicles	33,609	35,878	38,116	41,585	45,897
Light Private Trucks - <5,001 kgs class PV	90,708	92,653	93,216	96,064	98,544
Vans (light & heavy, commercial & private)	66,451	69,647	71,608	74,716	77,459
Commercial & Farm Straight Trucks	163,287	159,610	155,194	153,780	152,452
Truck Tractors (semi power units)	10,152	10,732	11,576	12,233	12,379
School Buses - bus use only class PS	3,153	3,254	3,180	3,079	3,064
Transit Buses - class PC	324	339	343	351	354
Inter-City, tour & private buses	406	395	388	419	445
Motorcycles	4,609	4,788	4,885	4,802	5,338
Pedal Cycles	24	27	38	42	39
Motorhomes	7,212	6,707	6,120	5,702	5,578
Ambulance	227	235	234	241	246
Hearse	119	123	116	112	114
Police - all vehicles with police use	416	455	493	523	536
Taxis	690	672	681	694	696
Trailers (commercial, private & farm)	102,063	102,805	104,556	108,732	113,652
Snowmobiles	7,141	5,861	5,733	4,929	5,453
Other - no assigned vehicle type	12	12	12	14	235
TOTAL	821,744	825,389	823,289	835,661	850,996
Total Motor Vehicles	712,541	716,723	713,000	721,999	731,891

* Insured years is the portion of the year the vehicle is registered. This method of counting registrations was implemented due to short-term registrations.

Example: When three separate motorcycles are registered for six months each out of a complete year, they are counted as 18 months or 1.5 insured years.

Victims and Safety Restraints

Contents:

			Page
Figure	7.1	Fatal Classification	47
	7.2	Injury Classification	47
	7.3	Victims Injured by Road User Class and Age Group	48
	7.4	Victims Killed by Road User Class and Age Group	48
	7.5	Victims Injured or Killed by Road User Class and Gender	48
	7.6	Vehicle Occupants by Injury Class and Safety Restraints Used	49
	7.7	Severity of Injury by Safety Restraints Used	49
	7.8	Vehicle Occupants by Injury Class and Age Group	50
	7.9	Definitions - Injury Classifications and Vehicle Occupants	50

Victims and Safety Restraints

The Traffic Accident Information System (TAIS) attempts to capture information on all passengers involved in injury collisions. This data can be used to calculate exposure rates for occupants by injury severity, age, seating position, gender and many other variables. Additional details, such as injury region of the body and injury treatment, are also available from TAIS.

Figures 7.6 and 7.7 show the relationship between the severity of injury to vehicle occupants and seat belt use. The severity of injury is much lower for victims using safety restraints. Ninety-four per cent of those using safety restraints sustained minor, moderate or no recorded injuries. Those occupants not using safety restraints were severely or fatally injured 32.7 per cent of the time, compared to six per cent of those using restraints.

In 2003, 51 or 42 per cent of the vehicle occupants killed in Saskatchewan were unbelted. On rural gravel roads 66 per cent of the occupants killed were unbelted and on First Nations roads 18 or 60 per cent were unbelted.

In September 2002, Transport Canada conducted an observational survey of seat belt use in rural communities across Canada. The survey was undertaken because of evidence indicating that the majority of motor vehicle fatalities in rural areas involve people who were not wearing seat belts. The survey reported a national average of 85 per cent and a rural seat belt use rate of 85.7 per cent in Saskatchewan. Results of a survey conducted by SGI in a number of rural communities in 2000 and 2001 are shown below.

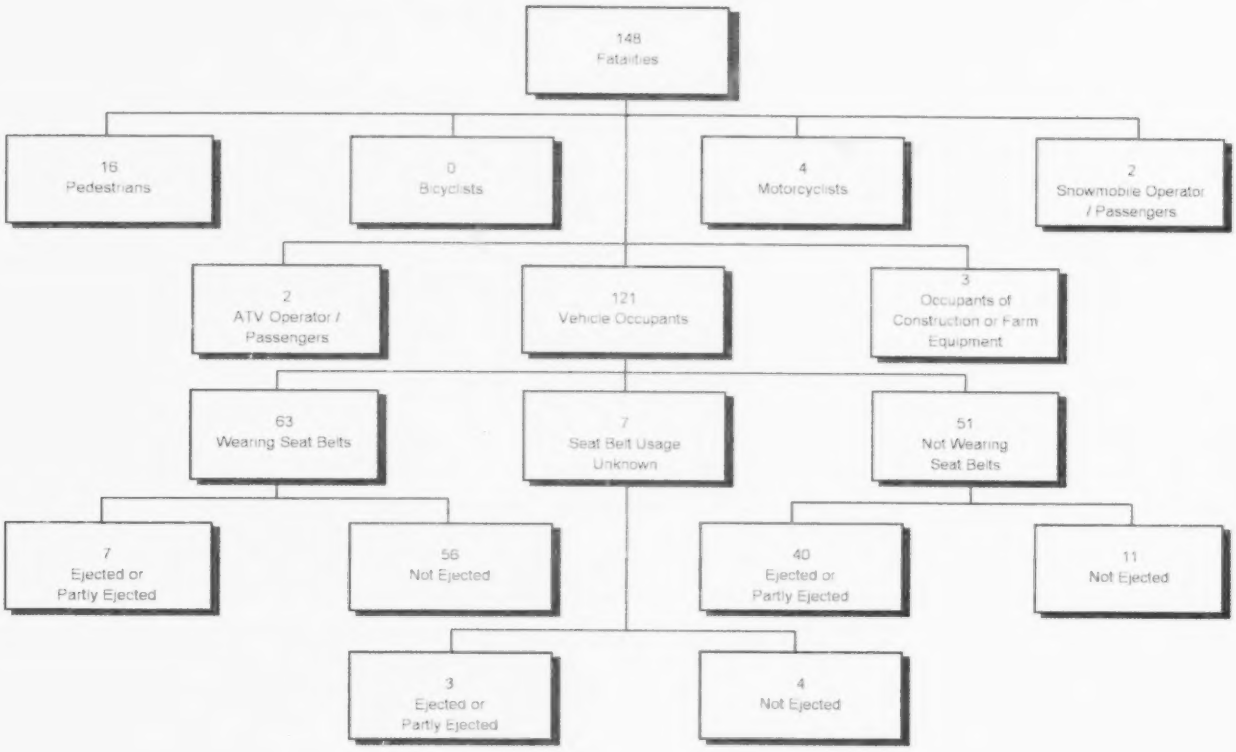
Estimates of Seat Belt Use - June 2000 and 2001 Survey Results

Urban Communities 2000 / 2001	% of all occupants wearing seat belts in light-duty vehicles		Rural Communities (2000)	% of all occupants wearing seat belts in light-duty vehicles
Saskatoon	92.8 / 95.3		Assiniboia	85.8
Regina	87.0 / 91.7		Biggar	77.3
Battleford	87.6 / 88.8		Canora	84.5
Melville	87.5 / 86.6		Carlyle	71.6
Melfort	93.1 / 85.8		Esterhazy	77.6
Prince Albert	84.1 / 79.9		Gravelbourg	73.2
			Kindersley	80.7
			Meadow Lake	81.1
			Nipawin	83.4
			Pierceland	78.5
			First Nations roads	45.0

Fatalities Classification

(Jan 1 to Dec 31, 2003)

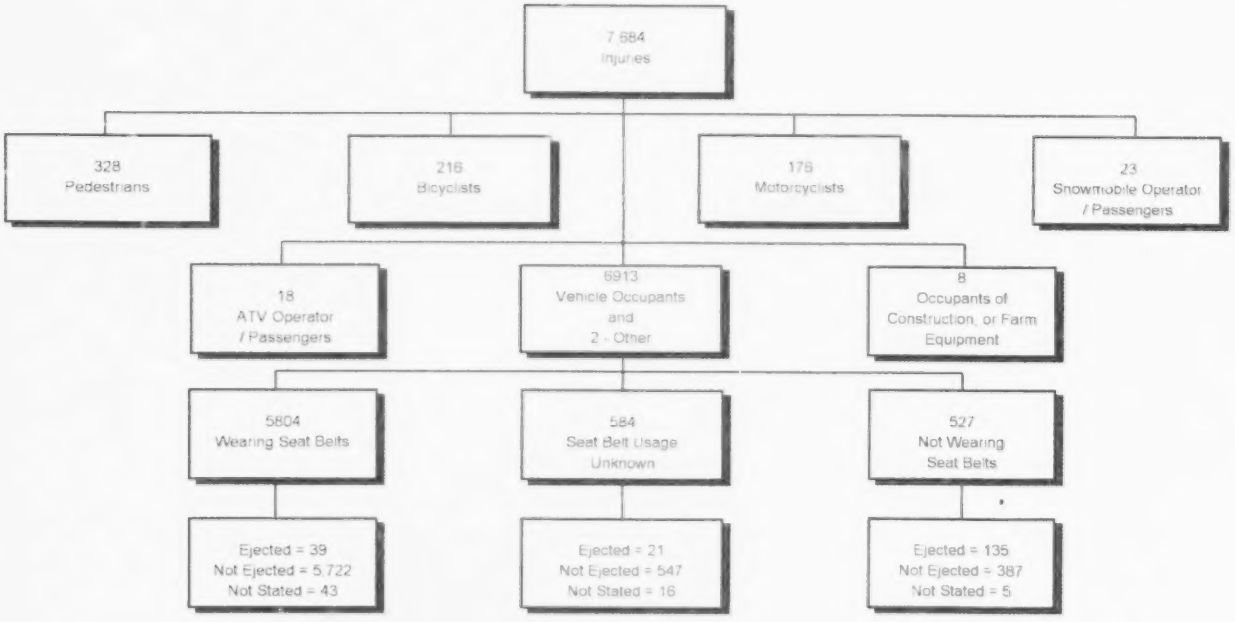
Figure 7.1



Injuries Classification

(Jan 1 to Dec 31, 2003)

Figure 7.2



Victims Injured by Road User Class and Age Group

Figure 7.3

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	4	630	672	817	819	659	332	388	5	4,526	58.9
Motor Vehicle Passenger	78	281	600	323	273	214	157	125	215	121	2,387	31.1
Pedestrian	10	71	46	35	48	37	26	13	29	13	328	4.3
Bicyclist*	1	57	29	35	18	29	7	5	9	26	216	2.8
Motorcycle Driver	0	1	17	38	36	20	38	13	3	0	166	2.2
Motorcycle Passenger	0	1	1	0	0	3	2	2	1	0	10	0.1
Occ. of Farm or Const. Equip.	0	0	2	0	0	3	2	1	0	0	8	0.1
Snowmobiler*	0	0	5	3	9	3	3	0	0	0	23	0.3
ATV Operator*	0	6	3	2	3	0	3	1	0	0	18	0.2
Other Occupants	0	0	1	1	0	0	0	0	0	0	2	0.0
Total	**89**	**421**	**1,534**	**1,109**	**1,204**	**1,128**	**897**	**492**	**645**	**165**	**7,684**	**100.0**

Victims Killed by Road User Class and Age Group

Figure 7.4

Category	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Motor Vehicle Driver	0	0	18	8	11	14	13	8	15	0	87	58.8
Motor Vehicle Passenger	0	1	4	5	6	5	7	2	4	0	34	23.0
Pedestrian	0	2	5	1	2	1	0	1	4	0	16	10.8
Bicyclist*	0	0	0	0	0	0	0	0	0	0	0	0.0
Motorcycle Driver	0	0	2	0	0	0	0	0	0	0	2	1.4
Motorcycle Passenger	0	0	2	0	0	0	0	0	0	0	2	1.4
Occ. of Farm or Const. Equip.	0	0	1	0	0	1	0	0	1	0	3	2.0
Snowmobiler*	0	0	0	0	0	1	1	0	0	0	2	1.4
ATV Operator*	0	1	0	0	1	0	0	0	0	0	2	1.4
Other Occupants	0	0	0	0	0	0	0	0	0	0	0	0.0
Total	**0**	**4**	**32**	**14**	**20**	**22**	**21**	**11**	**24**	**0**	**148**	**100.0**

Victims Injured or Killed by Road User Class and Gender

Figure 7.5

	Victims Injured				Victims Killed			
Category	Male	Female	Not Stated	Total	Male	Female	Not Stated	Total
Motor Vehicle Driver	2,139	2,383	4	4,526	68	19	0	87
Motor Vehicle Passenger	913	1,469	5	2,387	19	15	0	34
Pedestrian	179	147	2	328	9	7	0	16
Bicyclist*	156	53	7	216	0	0	0	0
Motorcycle Driver	161	5	0	166	2	0	0	2
Motorcycle Passenger	2	8	0	10	2	0	0	2
Occ. of Farm or Const. Equip.	8	0	0	8	3	0	0	3
Snowmobiler*	17	6	0	23	2	0	0	2
ATV Operator*	13	5	0	18	2	0	0	2
Other Occupants	2	0	0	2	0	0	0	0
Total	**3,590**	**4,076**	**18**	**7,684**	**107**	**41**	**0**	**148**

* TAIS records only collisions on public roads. Therefore, many of the collisions involving snowmobiles and off-highway vehicles are not included in this number. Bicycle collisions are recorded only if the collision occurs with a motor vehicle on the roadway.

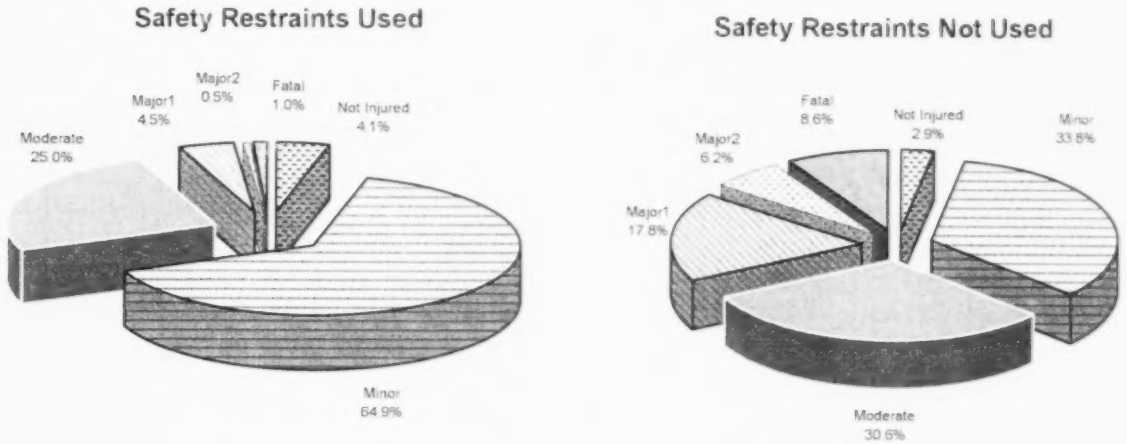
Vehicle Occupants by Injury Class and Safety Restraints Used

Figure 7.6

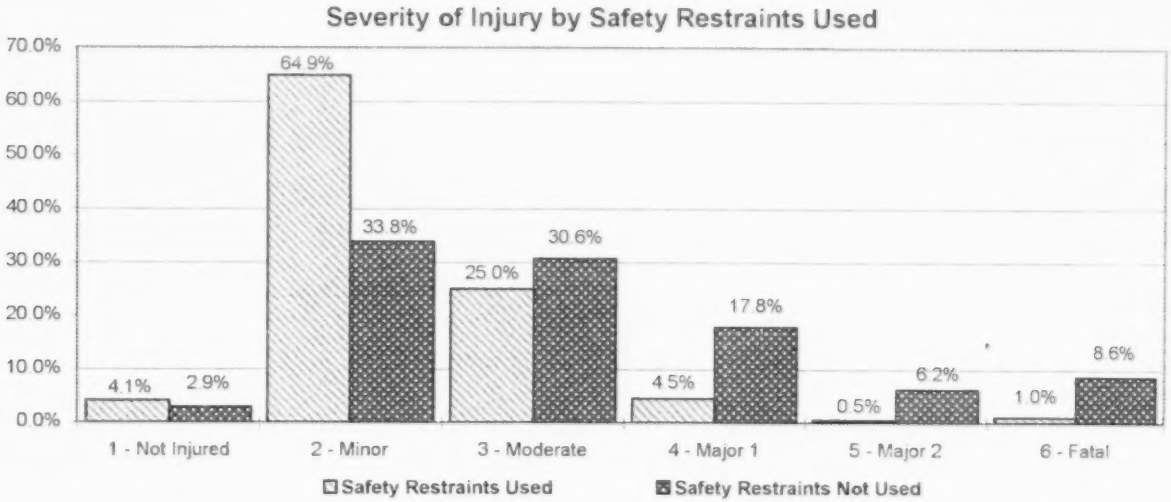
Injury Class	Lap/Lap & shoulder belt	Lap & shoulder w/air bag	Child restraint rear facing	Child restraint front facing with tether	Child restraint front facing w/o tether	Child booster seat	Not or Improperly used	Not Stated	Total	%
Not Injured	205	29	6	8	2	2	17	4,084	4,353	38.2
Minor	3,465	468	5	23	4	6	201	403	4,575	40.2
Moderate	1,301	218	3	5	1	0	182	131	1,841	16.2
Major 1	239	34	0	1	0	0	106	38	418	3.7
Major 2	23	7	0	0	0	1	37	11	79	0.7
Fatal	45	18	0	0	0	0	51	7	121	1.1
Total	**5,278**	**774**	**14**	**37**	**7**	**9**	**594**	**4,674**	**11,387**	**100.0**

Severity of Injury by Safety Restraint Use

Figure 7.7



Note:
The totals used to calculate the percentage in figure 7.7 do not include occupants where seat belt use was coded as "not stated."



Vehicle Occupants by Injury Class & Age Group

Figure 7.8

Restraints Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	10	15	14	24	80	102	3	8	14	**270**
Minor	52	47	86	161	1,410	1,888	93	87	147	**3,971**
Moderate	19	10	11	52	460	831	50	32	63	**1,528**
Major 1	3	1	5	11	88	120	9	16	21	**274**
Major 2	1	1	0	1	12	15	0	1	0	**31**
Fatal	0	0	0	0	16	34	2	4	7	**63**
Total	**85**	**74**	**116**	**249**	**2,066**	**2,990**	**157**	**148**	**252**	**6,137**

Restraints Not Used

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	0	1	0	0	7	6	0	0	0	**14**
Minor	4	5	8	19	102	61	1	1	0	**201**
Moderate	9	2	1	12	92	61	0	3	2	**182**
Major 1	4	3	1	7	50	35	1	0	5	**106**
Major 2	0	0	1	1	24	10	0	1	0	**37**
Fatal	0	0	0	1	17	28	0	3	2	**51**
Total	**17**	**11**	**11**	**40**	**292**	**201**	**2**	**8**	**9**	**591**

Restraint Use Not Stated

Injury Class	Not Stated	Age Group 1 - 4	5 - 10	11 - 15	16 - 25	26 - 65	66 - 70	71 - 75	76 +	Total
Not Injured	146	3	3	15	1,404	1,902	92	92	121	**3,778**
Minor	28	9	6	17	136	184	11	2	10	**403**
Moderate	5	0	1	2	46	71	1	3	2	**131**
Major 1	0	0	2	3	11	16	2	1	3	**38**
Major 2	1	0	0	0	2	8	0	0	0	**11**
Fatal	0	0	0	1	1	5	0	0	0	**7**
Total	**180**	**12**	**12**	**38**	**1,600**	**2,186**	**106**	**98**	**136**	**4,368**

Injury Classification

Figure 7.9

1 Not Injured	no visible signs or any complaint of injury
2 Minor	minor complaint of injury by victim but no apparent incapacitation
3 Moderate	an injury other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the collision
4 Major 1	an injury other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred
5 Major 2	an injury from which the victim enters into unconsciousness at, or when taken from, the collision scene
6 Fatal	death within 30 days as a result of injuries incurred in the traffic collision

Vehicle Occupants

Vehicle Occupant	driver or passenger of a car, truck, van, power unit, bus, emergency vehicle or motorhome

Fatal Collisions

Contents:

		Page
Figure 8.1	2003 Fatal Collisions	53
8.2	2003 Listing of Fatal Collisions	55

Fatal Collisions

This section has been added to provide a more detailed look at fatal collisions that occurred in 2003.

Figure 8.1 provides a breakdown of the fatalities by road user class, day of week, time of day and type of roadway.

The detailed listing in figure 8.2 shows some of the individual factors and a brief description of each of the 136 fatal collisions that occurred during 2003.

Deaths of unbelted occupants

- Fifty-one unbelted vehicle occupants were killed in 2003. This represents 42.1 per cent of all vehicle occupant deaths.
- Of those involving alcohol:
  - 20 of them were a drinking driver
  - 10 were passengers of a drinking driver
  - 10 were occupants of an automobile
  - 18 were occupants of a pickup truck, van or SUV
  - 2 were occupants of large trucks
- 42 of the 51 deaths were from single vehicle collisions

Deaths of belted occupants

- Sixty-three belted vehicle occupants were killed in 2003. This represents 52.1 per cent of occupants.
- Of those involving alcohol:
  - 10 were drinking drivers
  - 1 was a passenger of a drinking driver
- 18 were occupants of a pickup truck, van or SUV
- 43 were occupants of passenger cars
- 2 were occupants of large trucks
- 21 were in a single vehicle collision

Other victims in 2003 fatal crashes include

- 16 pedestrians
- 4 motorcyclists
- 2 snowmobile operators
- 2 ATV operators
- 3 occupants of construction or unregistered farm equipment

2003 FATAL SUMMARY

Figure 8.1

SUMMARY: *For the year ending Dec. 31, 2003, there were 148 traffic fatalities in Saskatchewan. These 148 fatalities consisted of 121 vehicle occupants, 16 pedestrians, four motorcyclists, three occupants of construction, farm or other vehicle and four snowmobile/ATV operators. Alcohol was involved in 58 of the 158 traffic fatalities.*

1. **Pedestrian Summary:**
   - *16 pedestrian fatalities*
   - *7 on provincial highways*
   - *5 on urban streets*
   - *0 on rural roads*
   - *4 on First Nations roads*
   - *In four cases, the pedestrian had been drinking. In two of the cases the driver had been drinking.*
   - *Thirteen of the cases listed the pedestrian action as the main contributing factor.*

2. **Bicyclist Summary:**
   - *There were no bicycle deaths in 2003.*

3. **Motorcyclist Summary:**
   - *In 2003, there were four motorcycle fatalities resulting from two incidents. One incident involved an impaired operator and the other excessive speed. Two of the operators were wearing helmets and two were not.*

4. **Snowmobile/ATV Operator Summary:**
   - *Two ATV operators and two snowmobile operators died in 2003. Alcohol was a factor in two of the collisions. An 11 year old boy was one of the ATV victims.*

5. **Vehicle Occupant Summary:**
   - *In 2003, there were 121 vehicle occupant fatalities. Sixty-three occupants were wearing seat belts and 51 were not. Seat belt usage for the remaining 7 was not known.*

   Seat Belt Used: 63 deaths
   - Eleven were in the vehicle of a drinking driver.
   - 10 were under 20 yrs old, 21 were between 20 and 44 and 32 were 45 or older
   - Type of vehicle the occupant was in:
     - 43 passenger cars
     - 18 pickup trucks, vans or SUV's
     - 2 semi tractor units

   Seat Belt Not or Improperly Worn: 51 deaths
   - Thirty were in the vehicle of a drinking driver
   - Forty-two of the victims were in single vehicle crashes.
   - One victim was under 15 years of age, ten were between 16 and 19, 25 were between 20 and 44 and 15 were over 45.

- Type of vehicle the occupant was in:
  - 19 passenger cars
  - 22 pickup trucks
  - 7 panel/mini-vans or SUV's
  - 2 large straight trucks
  - 1 semi-tractor unit

Seat Belt Use Not Known or Not Stated: 7 deaths

- Five were in the vehicle of a drinking driver
- Type of vehicle the occupant was in:
  - 4 passenger cars
  - 1 pickup trucks
  - 2 panel/mini-van or SUV

6. 2003 Traffic Deaths by Day of Week:

- Sunday 22
- Monday 17
- Tuesday 19
- Wednesday 19
- Thursday 26
- Friday 17
- Saturday 28

7. 2003 Traffic Deaths by Time of Day:

Hour	Deaths	Hour	Deaths
Midnight to 0:59 a.m.	5	Noon to 0:59 p.m.	8
1 a.m. to 1:59 a.m.	6	1 p.m. to 1:59 p.m.	6
2 a.m. to 2:59 a.m.	4	2 p.m. to 2:59 p.m.	10
3 a.m. to 3:59 a.m.	12	3 p.m. to 3:59 p.m.	8
4 a.m. to 4:59 a.m.	3	4 p.m. to 4:59 p.m.	5
5 a.m. to 5:59 a.m.	5	5 p.m. to 5:59 p.m.	3
6 a.m. to 6:59 a.m.	2	6 p.m. to 6:59 p.m.	8
7 a.m. to 7:59 a.m.	3	7 p.m. to 7:59 p.m.	6
8 a.m. to 8:59 a.m.	3	8 p.m. to 8:59 p.m.	7
9 a.m. to 9:59 a.m.	11	9 p.m. to 9:59 p.m.	7
10 a.m. to 10:59 a.m.	3	10 p.m. to 10:59 p.m.	4
11 a.m. to 11:59 a.m.	4	11 p.m. to 11:59 p.m.	11
		Not Stated	4

8. 2003 Traffic Deaths by Type of Roadway:

- Provincial Highways 85
- Rural Roads 35
- Urban Streets 20
- Other Roads 8

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
1	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car struck the guardrail on a bridge at high rate of speed, overturned and landed upside-down on the frozen river.
2	First Nations Rd	1	0	Yes	Ped	The impaired driver of a car struck a pedestrian.
3	Rural/Urban Hwy	1	6	No	Yes	The driver of a car struck an oncoming vehicle while passing on an uphill grade. The vehicle spun around and was hit by the vehicle being passed.
4	Rural/Urban Hwy	1	2	No	Yes	The driver of a car failed to stop at stop sign and was hit by an oncoming pickup.
5	Rural/Urban Hwy	1	1	Yes	No	The driver of a car lost control on an icy surface, went into a ditch, rolled and ejected both occupants. The driver had been drinking at the time of the collision.
6	Rural/Urban Hwy	1	1	No	1-Yes	The driver of a semi hit head on with a car on the wrong side of the road.
7	Rural/Urban Hwy	1	3	Yes	1-No 2-yes	The driver of a car pulled out to pass a semi and collided head-on with an oncoming semi. Alcohol was involved in the collision.

January summary. Seven people were killed in seven different collisions. Four involved alcohol.

8	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car crossed the highway and rolled in the ditch.
9	Rural/Urban Hwy	2	0	Yes	Yes	The impaired driver of a car was driving on the wrong side of the divided hwy. They attempted to swerve out of way of oncoming semi but both swerved in the same direction resulting in a head on collision.
10	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a car passed out and entered the right ditch. The driver and car were consumed by fire.
11	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup crossed the center line and hit head on with a semi. The driver of the pickup was partially ejected and was killed.
12	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup crossed the center line into the path of a semi.
13	Rural/Urban Hwy	1	2	No	Yes	The driver of a car failed to stop at intersection and was struck on the side by another car.

February summary. Seven people were killed in six different collisions. Three involved alcohol.

14	Rural Road	1	0	No	Helmet	The operator of a snowmobile hit a snow drift and rolled.
15	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a pickup lost control on a gravel highway and rolled into the ditch. All three occupants were ejected. The driver was killed.
16	Rural/Urban Hwy	1	0	Yes	No	The driver of a pickup swerved into the lane of an oncoming semi. Alcohol was involved in the collision.
17	Rural/Urban Hwy	1	2	No	Yes	The driver of a pickup lost control on an icy road, entered opposite lane and collided head on with an SUV.
18	Street	1	0	No	Ped	The driver of a pickup hit a pedestrian that was crossing at an intersection without the right of way.

March summary. Five people were killed in five different collisions. Two involved alcohol.

19	Street	1	0	No	Yes	The driver of a car failed to yield right of way and was struck broadside by a pickup.

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
20	Rural/Urban Hwy	1	2	Yes	Yes	The driver of a car swerved into the lane of an oncoming van. The driver of the van was killed. Alcohol was a factor in the collision.
21	Rural Road	1	0	Yes	No	The impaired driver of a pickup lost control and entered the left ditch. The unbelted driver was ejected and killed.
22	Rural/Urban Hwy	1	1	No	Yes	The driver of a car attempted to pass a semi in very poor weather conditions and struck on approaching semi head on.
23	Rural/Urban Hwy	1	0	No	Ped	The driver of a van struck a pedestrian that ran onto to roadway. The visibility of the pedestrian was limited due to a second vehicle.
24	Rural/Urban Hwy	1	2	No	Yes	The driver of a car lost control in slush when meeting snow plow. They slid into the path of a vehicle following the plow.
25	Street	1	0	No	No	The passenger of a taxi exited the moving vehicle and was run over.
26	Rural Road	2	5	No	Yes	The driver of the vehicle lost control on a slushy road and ran head on into an oncoming car. The driver and passenger of the car were killed.
27	Rural/Urban Hwy	1	0	No	Yes	The driver of the pickup was travelling at a high rate of speed, left the highway and crashed into the river, ejecting the single occupant.
28	Rural/Urban Hwy	1	0	No	No	The driver of a car lost control and overturned in the ditch.
29	Rural Road	1	2	No	Yes	The driver of a car stopped at a yield sign then pulled out in front of a pickup. A front seat passenger of the car was killed.

April summary: Twelve people were killed in eleven different collisions. Two involved alcohol.

30	Street	1	0	No	Ped	The driver of a car backed out of angle parking, hitting a pedestrian crossing street.
31	Rural Road	1	0	Yes	Yes	The impaired driver of a pickup lost control, went into right ditch, rolled and was ejected.
32	Street	1	0	Yes	No	The driver of a car disregarded a railway crossing and hit a train which was backing up.
33	Rural/Urban Hwy	1	0	No	Yes	The driver of a car fell asleep and drifted head on into an oncoming semi.
34	Rural Road	1	0	No	Yes	The driver of a van lost control on grid road, went into ditch and rolled.
35	Rural Road	1	0	No	No	The operator of a farm tractor pulling a water tank lost control on a soft shoulder. The tractor and tank entered the ditch and rolled into a slough trapping the operator.
36	Rural/Urban Hwy	1	2	No	Yes	A car was rearended by a van, pushing it into another car. The passenger in the first car was killed.
37	Rural Road	1	0	Driver - No Pass - yes	No	An intoxicated passenger of a car awoke and exited the moving vehicle. They died of injuries sustained in the fall.
38	Street	1	0	No	Yes	The operator of a pickup was driving erratically, lost control and hit several fixed objects.
39	Street	1	4	Yes	2 -Yes 3 - No	The impaired driver of a pickup failed to yield right of way at an uncontrolled intersection and struck a car at right angle.

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
40	Rural/Urban Hwy	1	0	No	Yes	The driver of a car drifted into on coming traffic, over-corrected and lost control. They went through a cable barrier and rolled down an embankment.

May summary: Eleven people were killed in eleven different collisions. Three involved alcohol.

41	First Nations Rd	1	0	Yes	Helmet	The impaired driver of an ATV went off the road and hit a tree.
42	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car failed to stop at a major highway intersection and was hit broadside by a semi.
43	First Nations Rd	1	7	Yes	No	The driver of a car lost control and rolled into the right ditch. The driver and five passengers were not wearing seat belts and were ejected. Alcohol, speed and careless driving were factors in the crash.
44	Street	1	0	Yes	No	The impaired driver of a car turned a corner and rolled the vehicle onto its side. The driver was partially ejected.
45	Rural Road	1	0	No	1-No	The driver of a van failed to yield at a yield sign and struck the rear trailer of a semi.
46	Rural Road	1	1	No	Yes	The driver of a car failed to stop at stop sign and collided in the intersection with a pickup.
47	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup lost control, rolled and was ejected.
48	Rural Road	1	1	No	Yes	The driver of a pickup rolled into the creek and drowned. Passenger was able to get out of truck with minor injuries. The road was muddy and very slippery.
49	Rural Road	1	1	Yes	No	The impaired driver of a pickup lost control, rolled and was ejected.
50	Rural Road	1	1	No	Yes	The driver of a car lost control on a grid road and rolled.
51	Forest Road	1	2	Yes	No	This was a single vehicle rollover where the driver was impaired and ejected.
52	Rural/Urban Hwy	1	1	No	Yes	The driver of a van was travelling on wrong side of a divided highway and struck a pickup head on.
53	Rural Road	1	4	Yes	Not Known	The impaired driver of a van lost control on a gravel road, hit the ditch and rolled. One passenger was killed.
54	Rural Road	1	0	Yes	No	The impaired driver of a pickup lost control on a grid road and went in the ditch. The pickup hit three fence posts, rolled and the driver was ejected.
55	Rural/Urban Hwy	3	1	No	Yes	This head on collision between a car and an SUV resulted when from an unsafe passing maneuver. Both drivers and a passenger from the car were killed.
56	Rural/Urban Hwy	1	0	No	No	The driver of a van lost control on a rough gravel road and rolled into the right ditch. The rear seat passenger was ejected.
57	Rural Road	1	2	Yes	No	This was single vehicle rollover where the driver was impaired and no seatbelts were used.
58	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car was speeding, left the road surface and struck a railway signal.
59	Rural/Urban Hwy	1	1	No	Yes	The driver of a farm water truck attempting a left turn off the highway was struck by a car attempting to pass.
60	Rural Road	1	2	Yes	No	The impaired driver of a car accelerated on a gravel road, lost control and rolled the vehicle. An unbelted rear set passenger was ejected and killed.

June summary: Twenty-two people were killed in twenty different collisions. Twelve involved alcohol.

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
61	Rural Road	1	0	No	No Helmet	An ATV operator lost control after hitting a depression and was thrown from the vehicle. The head injuries sustained were as a result of not wearing a helmet.
62	Street	1	1	No	Yes	The driver of a car lost control, hit the curb and a power pole. The driver was killed and the passenger was injured.
63	Rural Road	1	0	No	No	The driver of a car lost control on a grid road, hit the ditch and a power pole.
64	Rural Road	1	1	Yes	No	Two very intoxicated subjects stole a pickup and rolled it several tomes on a gravel road. No seatbelts were worn and both were ejected from the vehicle.
65	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a truck entered left ditch and rolled end over end. The unbelted driver was ejected.
66	Rural/Urban Hwy	1	0	No	Yes	The driver of a pickup lost control on a curve and rolled. The driver was partially ejected.
67	Rural/Urban Hwy	1	0	No	No	The driver of a car wandered into the oncoming path of a semi trailer unit.
68	Rural/Urban Hwy	1	1	No	Yes	The driver of a pickup fell asleep and rolled the vehicle into a shallow lake and drowned.
69	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup entered ditch, rolled several times and was ejected.
70	Rural/Urban Hwy	1	1	Yes	No	The impaired driver of a car lost control and rolled several times into a farmer's field. The passenger was ejected and killed.
71	Rural/Urban Hwy	1	1	No	No	A driver of a semi was turning left and was struck by another semi that attempted to pass on the left.
72	Rural/Urban Hwy	1	2	No	Ped	The driver of a van fell asleep and struck a pedestrian that was jogging on the road side.
73	Rural Road	1	0	No	No	The operator of a farm tractor drove into the ditch and rolled causing fatal head & neck injuries.
74	Street	1	2	Yes	1 - Yes 2 - No	The impaired driver of a pickup ran a stop sign and struck the side of a car. The driver of the car was killed and two passengers of the pickup were injured.

July summary: Fourteen people were killed in fourteen different collisions. Five involved alcohol.

75	Rural/Urban Hwy	1	1	No	Yes	The driver of a car failed to yield to traffic on a major highway and was killed while trying to cross.
76	Rural/Urban Hwy	1	1	No	Yes	The driver of a semi fell asleep, lost control of the vehicle and rolled. The driver was killed and a passenger in the sleeper was ejected and injured.
77	Rural Road	1	2	Yes	No	The impaired driver of a car was travelling at a high rate of speed. The driver lost control of the vehicle and rolled. The driver was killed and two passengers were injured.
78	Rural Road	1	0	No	No	A farm tractor lost a bale from the front loader and subsequently rolled as it ran over the bale. The operator was thrown off and run over.
79	Rural Road	1	0	Yes	No	The impaired driver of an SUV lost control on a curve and rolled. The passenger was ejected and run over.
80	Rural/Urban Hwy	1	0	Yes	Yes	The driver of a car lost control entered the left ditch and rolled. The driver had been drinking.
81	First Nations Rd	1	0	Yes	Ped	The driver of a pickup drove over an intoxicated pedestrian lying on the road.
82	Rural Road	1	0	Yes	No	The impaired driver of a pickup lost control, rolled three times and was partially ejected.

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
83	Street	2	0	No	No	The operator of a speeding motorcycle struck a detour sign, lost control and crashed into a parked car. The driver and passenger were both killed.
84	Rural/Urban Hwy	1	2	No	Yes	The driver of a van swerved to avoid a deer and rolled the vehicle. The passenger was killed and two others were injured.
85	Rural/Urban Hwy	1	3	No	No	The driver of a car lost control and rolled the vehicle. All people in the vehicle were wearing seatbelts except the deceased passenger.
86	Rural/Urban Hwy	1	2	Yes	No	The impaired driver of a car was speeding, lost control of the vehicle and rolled. The driver wasn't wearing a seatbelt and was ejected.
87	Rural/Urban Hwy	1	1	No	No	The semi driver drove off the edge of a curve in a construction zone. The vehicle rolled, killing the driver and injuring the passenger.
88	Rural Road	1	0	No	Yes	The driver of a van failed to yield right of way to a semi and was struck broadside.
89	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a car lost control, entered left ditch and rolled for approximately 140 metres.
90	Rural Road	1	0	Yes	No	The impaired driver of a stolen pickup, went off road and was ejected.
91	Rural/Urban Hwy	2	3	Yes	Yes	The impaired driver of a car crossed over the center line and was hit by an oncoming car head on. Both drivers were killed.

August summary: Nineteen people were killed in seventeen different collisions. Nine involved alcohol.

92	Rural Road	1	1	Yes	No	The driver of a pickup was travelling at a high rate of speed, went through a dead end and rolled into a farmers field. Passenger was not wearing seat belt and was ejected. Alcohol was involved in this collision.
93	Rural/Urban Hwy	1	2	No	No	The driver of a car failed to yield crossing the highway and was struck by a semi.
94	Street	1	2	No	No	The driver of a car failed to stop at a stop sign while trying to cross the highway and was struck by another car.
95	First Nations Rd	1	0	No	Ped	The driver of an SUV struck a pedestrian that was walking in the middle of the road.
96	Rural/Urban Hwy	1	1	Yes	Not Known	The driver of a pickup ran off the road and rolled into the bank of a creek. Alcohol was involved in the collision.
97	Rural/Urban Hwy	1	2	No	No	The driver of a car was attempting to pass a semi and collided with an oncoming car.
98	Rural Road	1	1	No	Yes	The driver of a pickup ran a yield sign and struck a car at a right angle. The driver of the car was killed.
99	Rural/Urban Hwy	1	0	Yes	Ped	A car struck an intoxicated pedestrian lying on the highway.
100	Rural Road	1	0	No	Yes	The driver of a pickup was killed when the vehicle left the road, rolled several times and caught fire.
101	Rural Road	1	0	No	No	The driver of a pickup lost control on the grid road and rolled. The driver was ejected.
102	First Nations Rd	1	1	Yes	Ped	The impaired driver of a pickup struck two pedestrians, killing one and injuring another.
103	Rural Road	1	0	No	Yes	An inattentive driver of a car drove onto a railway crossing and was struck by a train.

September summary: Twelve people were killed in twelve different collisions. Four involved alcohol.

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
104	Rural/Urban Hwy	1	1	No	Yes	The elderly driver of a car stopped at a stop sign and then pulled out into the path of a semi.
105	First Nations Rd	1	1	Yes	No	The impaired driver of a truck hauling water was driving too fast when he hit loose gravel and was pulled into the ditch. The load shifted causing the vehicle to overturn. Both occupants were ejected.
106	Street	1	0	No	Ped	The inattentive driver of a van struck an elderly pedestrian in a crosswalk.
107	Rural/Urban Hwy	2	7	No	Yes	A school bus was stopped on the highway with its amber lights flashing. Four vehicles were stopped behind the bus. The driver of a semi rear-ended the last car, causing a chain reaction. The school bus managed to get out of the way and was not struck by any of the vehicles. Two people were killed and seven others injured in the collision.
108	Street	1	0	No	Ped	The driver of a school bus struck a pedestrian in the crosswalk while making a right hand turn.
109	Rural/Urban Hwy	2	0	Yes	No Helmets	The impaired drivers of two dirt bikes collided head-on. There were no lights available on the motorcycles and no helmets were worn.
110	Street	1	1	No	Ped	The driver of a pickup was distracted for a moment and struck a pedestrian that was on the roadway.
111	Rural/Urban Hwy	3	1	Yes	Yes	The impaired driver of a pickup crossed over into the oncoming lane of traffic and run head on into a van. Both drivers and one front seat passenger were killed.
112	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a jeep struck the guardrail of a bridge and rolled onto the highway. The driver was ejected even though the seatbelt remained fastened.
113	Rural/Urban Hwy	1	4	No	Yes	The driver of a car passed a semi at a high rate of speed and swerved back into the lane in front of the semi. The driver lost control and rolled the vehicle into the ditch. The rear seat passenger was killed.
114	Rural Road	1	1	No	No	The driver of a pickup lost control of the vehicle and rolled several times. Both occupants were ejected.
115	Rural/Urban Hwy	1	1	Yes	Not Known	The impaired driver of a car lost control on a curved road, entered the ditch and rolled. The driver was ejected and pinned under the vehicle.
116	Rural/Urban Hwy	1	2	Yes	Yes	The impaired driver of a car lost control at the entrance onto the highway and rolled several times.
117	Street	1	1	No	Not Known	The driver of a car failed to stop at a stop sign and was struck by a semi.
118	Rural/Urban Hwy	1	0	No	Yes	The driver of a car was stopped at a highway intersection and then proceeded to turn left into the path of a semi.
119	Rural/Urban Hwy	1	1	Yes	Yes	The driver of a car hit an intoxicated pedestrian that was walking on the highway in the driving lane. The pedestrian was wearing dark clothes.

October summary: Twenty people were killed in sixteen different collisions. Seven involved alcohol.

120	Rural/Urban Hwy	1	3	No	Yes	The driver of a car fell asleep and the vehicle entered the ditch. The driver woke up, overcorrected and rolled into the opposite ditch. The deceased passenger wasn't wearing a seatbelt and was ejected.

2003 Listing of Fatal Collisions

#	Road Location	# Killed	# Injured	Alcohol Involvement	Seat Belt	Collision Description
121	Rural/Urban Hwy	1	0	Yes	Ped	The driver of a truck hit what he thought was a deer on the highway and continued driving. Later he found out that he had hit and killed an intoxicated pedestrian.
122	Rural/Urban Hwy	1	2	Yes	No	The driver of a van lost control and rolled two or three times into ditch. The driver had been drinking. The passenger was not wearing a seat belt and was ejected and killed.
123	Street	2	2	No	No	The driver of a car lost control of the vehicle while travelling at a high rate of speed. The car hit the meridian, a tree and then rolled. Both fatalities were not wearing seatbelts and were ejected.
124	Rural/Urban Hwy	1	0	No	No	The driver of a pickup crossed over a bridge, lost control of the vehicle and rolled. The driver and lone occupant was ejected and killed.
125	Rural/Urban Hwy	1	0	Yes	Yes	The impaired driver of a pickup drove into the side of a moving train. The train dragged the pickup for approximately two kilometres.
126	Rural/Urban Hwy	1	2	No	Yes	A van tried to pass a semi, lost control on the icy road and rolled several times into ditch.

November summary: Eight people were killed in seven different collisions. Three involved alcohol.

127	Rural/Urban Hwy	1	0	Yes	No	The impaired driver of a pickup went into the ditch and rolled. The driver and lone occupant was not wearing a seatbelt and was ejected.
128	Rural/Urban Hwy	1	2	No	No	The driver of a pickup crossed the center line and collided head on with an oncoming semi.
129	Street	1	1	No	Yes	The elderly driver of a car turned in front of another car and was struck. The car spun around and was struck again by the same vehicle as the first time.
130	Rural Road	1	0	Yes	Helmet worn	The operator of a snowmobile was travelling through a field at a high rate of speed. The sled vaulted over an approach, became airborne and landed on the other side. The driver had been drinking.
131	Rural/Urban Hwy	1	0	No	No	The driver of a pickup was crossing a highway and drove into the path of an approaching semi.
132	Rural Road	1	1	No	Yes	The driver of a car crossed over the center line and struck a van head on. The van burst into flames.
133	Rural/Urban Hwy	1	0	Yes	Ped	The driver of a pickup hit an intoxicated pedestrian that was walking on the roadway.
134	Rural/Urban Hwy	1	1	Yes	Yes	The driver of a car run off road and over turned several times crushing the roof. The driver had been drinking.
135	Rural Road	1	0	No		An elderly man in scooter tried to cross the highway and was hit by a van.
136	Rural/Urban Hwy	1	1	No	No	The driver of a car caught the shoulder of the road oversteered into the opposite ditch and rolled. Both occupants were not wearing seatbelts but only the passenger was ejected and killed.

December summary: Ten people were killed in ten different collisions. Four involved alcohol.

Pedestrians

Contents:

		Page
Figure 9.1	Pedestrians Injured or Killed by Age Group	65
9.2	Pedestrians Injured or Killed by Action and Age Group	65
9.3	Pedestrians Injured or Killed by Road System	65
9.4	Pedestrian Collisions by Time of Day	66
9.5	Pedestrian Collisions by Month	66

Pedestrians

2003 Quick Facts on Pedestrian Collisions

- Sixteen pedestrians were killed and 63 seriously injured in 2003 as compared to 17 deaths and 67 injuries in 2002.
- Pedestrian action was the contributing factor in 9 of the 16 deaths in 2003.
- In six of the fatal collisions the pedestrian had been drinking. In two cases the driver had been drinking.
- 24.1 per cent of the pedestrians injured or killed were under the age of 15.
- 87.5 per cent of pedestrians were injured or killed in a city (refer to Figure 11.4 on page 100 for individual city breakdowns).
- Over 38 per cent of the pedestrians were hit while trying to cross at an intersection, and 12.2 per cent were hit after running onto the roadway.
- Most pedestrian collisions occurred in late afternoon and early evening. The highest hourly total occurred between 3 and 4 p.m.
- Friday was the worst day for pedestrian collisions and January was the worst month.

Pedestrians Injured or Killed by Age Group

Figure 9.1

	Age Group											
	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
Injured	10	71	46	35	48	37	26	13	29	13	328	95.3
Killed	0	2	5	1	2	1	0	1	4	0	16	4.7
Total	**10**	**73**	**51**	**36**	**50**	**38**	**26**	**14**	**33**	**13**	**344**	
%	2.9	21.2	14.8	10.5	14.5	11.0	7.6	4.1	9.6	3.8		**100.0**

Pedestrians Injured or Killed by Action and Age Group

Figure 9.2

	Age Group											
Action *	0 - 4	5 - 14	15 - 19	20 - 24	25 - 34	35 - 44	45 - 54	55 - 64	65 +	Not Stated	Total	%
At Int Xing with ROW	3	9	11	8	13	15	9	4	12	4	88	25.6
At Int Xing without ROW	0	4	6	3	6	5	2	0	1	1	28	8.1
At Int. Xing No Traffic Control	0	2	3	2	1	0	1	1	5	0	15	4.4
Xing Road between Int	0	6	1	2	3	5	4	3	6	3	33	9.6
Walking, Facing Traffic	0	1	1	0	2	0	0	0	0	0	4	1.2
Walking with Traffic	0	3	5	3	1	2	0	0	0	0	14	4.1
On Sidewalk or Median	0	3	3	1	3	2	2	1	0	1	16	4.7
Walking on Roadway	1	2	4	5	8	1	0	2	0	0	23	6.7
From Behind Vehicle	0	7	1	2	1	2	2	0	0	0	15	4.4
Running into Road	6	25	4	3	2	0	1	1	0	0	42	12.2
Getting on/off Other Vehicle	0	1	5	4	4	1	2	0	0	0	17	4.9
Working on Vehicle	0	0	0	0	2	1	0	0	1	0	4	1.2
Playing on Roadway	0	6	1	0	0	0	0	0	0	0	7	2.0
Working on Roadway	0	0	1	0	0	0	0	0	0	1	2	0.6
Lying on Roadway	0	0	2	1	0	0	0	0	0	0	3	0.9
Hitchhiking	0	0	0	0	0	0	0	0	0	0	0	0.0
Skateboarding	0	0	1	0	0	0	0	0	0	2	3	0.9
Wheelchair on Road	0	0	0	0	0	1	0	1	1	0	3	0.9
Not Stated	0	4	2	2	4	3	3	1	7	1	27	7.8
Total	**10**	**73**	**51**	**36**	**50**	**38**	**26**	**14**	**33**	**13**	**344**	**100.0**

*Int = Intersection, Xing = Crossing, ROW = Right of Way

Pedestrians Injured or Killed by Road System

Figure 9.3

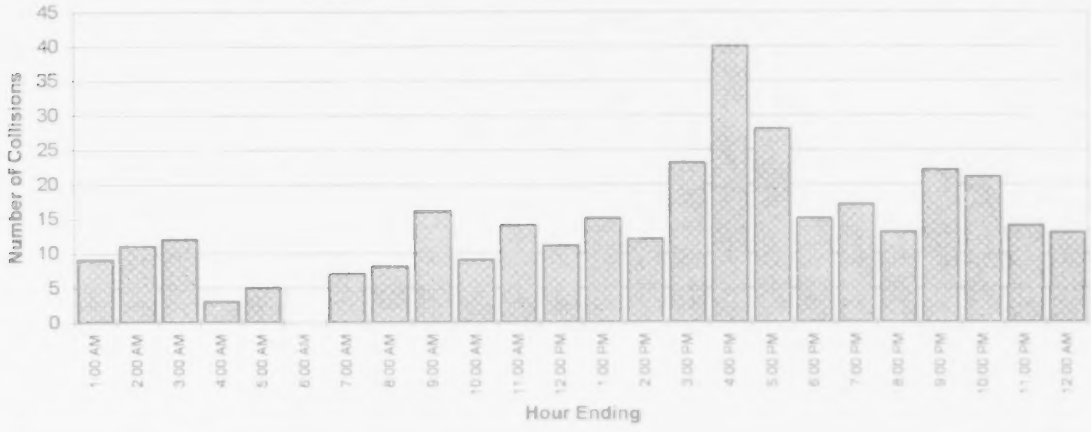
Road System	Injured	%	Killed	%		Total	%
Street / Lane	296	86.0	5	1.5		301	87.5
Rural / Urban Highways	11	3.2	7	2.0		18	5.2
Rural / Municipal & Grid Roads	5	1.5	0	0.0		5	1.5
Other Roads (First Nations Land)	16	4.7	4	1.2		20	5.8
Total	**328**	**95.3**	**16**	**4.7**	*	**344**	**100.0**

Pedestrian Collisions by Time of Day

Figure 9.4

Hour of Collision	Collisions
Midnight to 0:59 a.m.	9
1 a.m. to 1:59 a.m.	11
2 a.m. to 2:59 a.m.	12
3 a.m. to 3:59 a.m.	3
4 a.m. to 4:59 a.m.	5
5 a.m. to 5:59 a.m.	0
6 a.m. to 6:59 a.m.	7
7 a.m. to 7:59 a.m.	8
8 a.m. to 8:59 a.m.	16
9 a.m. to 9:59 a.m.	9
10 a.m. to 10:59 a.m.	14
11 a.m. to 11:59 a.m.	11
Noon to 0:59 p.m.	15
1 p.m. to 1:59 p.m.	12
2 p.m. to 2:59 p.m.	23
3 p.m. to 3:59 p.m.	40
4 p.m. to 4:59 p.m.	28
5 p.m. to 5:59 p.m.	15
6 p.m. to 6:59 p.m.	17
7 p.m. to 7:59 p.m.	13
8 p.m. to 8:59 p.m.	22
9 p.m. to 9:59 p.m.	21
10 p.m. to 10:59 p.m.	14
11 p.m. to 11:59 p.m.	13
Not Stated	6
Total	344

Pedestrian Collisions by Hour of Collision

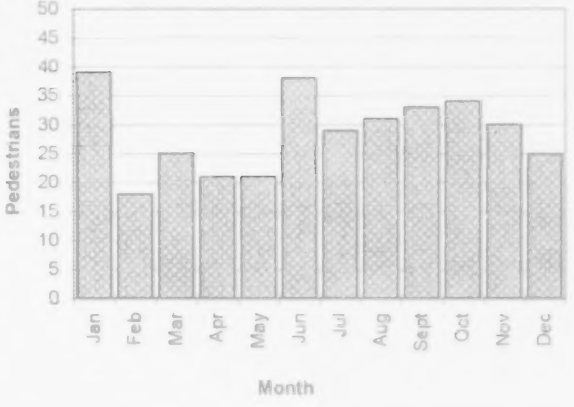


Pedestrian Collisions by Month

Figure 9.5

Month	Collisions
January	39
February	18
March	25
April	21
May	21
June	38
July	29
August	31
September	33
October	34
November	30
December	25
Total	344

Pedestrian Collisions By Month



Alcohol

Contents:

			Page
Figure	10.1	Number of Collisions and Victims Involving Alcohol by Year	69
	10.2	Per cent of Collisions and Victims Involving Alcohol by Year	70
	10.3	Alcohol-Involved Collisions by Month and Year	71
	10.4	Injuries Due to Alcohol-Involved Collisions by Month and Year	72
	10.5	Deaths Due to Alcohol-Involved Collisions by Month and Year	73
	10.6	Collisions Involving Drinking Drivers by Day of Week	74
	10.7	Collisions Involving Drinking Drivers by Time of Day	74
	10.8	Collisions Involving a Drinking Driver	75
	10.9	Collisions Involving Pedestrians or Cyclists That Had Been Drinking	75
	10.10	2003 Drinking Drivers by Driver Age	76
	10.11	2003 Injury Classification in Casuality Collisions by Alcohol Involvement	76
	10.12	Injury Class by Alcohol Involvement	76
	10.13	2003 Drinking Drivers by Gender and Severity of Collision	77
	10.14	Drinking Drivers In Collisions by Gender by Year	78
	10.15	Drinking Drivers In Collisions by Collision Severity by Year	78

Alcohol

Drinking and driving remains the number one contributing factor in fatal collisions in Saskatchewan. SGI is continuously working on solutions to help resolve this serious traffic safety issue. There are serious consequences for drinking and driving.

Driver's licence suspension periods apply if you are convicted of driving with a blood alcohol level over .08, impaired driving or failure to provide a breath sample. In Saskatchewan, the first conviction of any of the above offences will result in a driver's licence suspension for a period of one year. A second offence results in a three-year licence suspension and any subsequent offence results in a five-year licence suspension. Fines for these offences start at $600, with no maximum.

If you are at fault for a collision while driving impaired, you also have no insurance coverage for the damage to your vehicle or to others' vehicles or property.

Before a driver's licence can be reinstated, the driver must attend a mandatory addiction screening and assessment, and complete any education or recovery program recommended by their addictions counsellor.

First-time drinking and driving offenders who have successfully completed their required addiction screening and all education or recovery programs may be eligible to participate in the Ignition Interlock Program.

Administrative Sanctions

Probationary drivers who consume any amount of alcohol and drive receive a 30-day suspension and must attend a Driving Without Impairment (DWI) course for the first occurrence. Subsequent occurrences result in a 90-day suspension and mandatory addictions screening and an education or recovery program recommended by a drug and alcohol counsellor before the driver's licence will be reinstated.

Experienced drivers with a blood alcohol level over .04 receive a 24-hour driver's licence suspension. The driver is required to attend a DWI course if a second 24-hour suspension is incurred. Subsequent occurrences result in a 90-day suspension, addictions screening and a recommended education or recovery program.

All drivers who are charged with a blood alcohol level exceeding .08 or refusing a breath test will be subject to a 90-day suspension. The individual receives an immediate 24-hour suspension and seven-day driving permit if the driver had a valid driver's licence. The 90-day administrative suspension begins after the expiry of the seven-day driving permit.

For further details of SGI's drinking and driving initiatives, contact SGI at 1-800-667-8015 ext. 6180.

Number of Collisions and Victims Involving Alcohol by Year

Figure 10.1

	Number of Collisions				Number of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,694	877	63	2,634	1,511	81	1,592
1989	1,498	729	68	2,295	1,255	76	1,331
1990	1,263	606	58	1,927	1,036	65	1,101
1991	1,344	707	77	2,128	1,215	88	1,303
1992	1,197	685	55	1,937	1,265	64	1,329
1993	961	653	59	1,673	1,126	70	1,196
1994	966	654	52	1,672	1,142	57	1,199
1995	980	558	56	1,594	991	61	1,052
1996	766	507	38	1,311	901	47	948
1997	829	565	47	1,441	1,062	58	1,120
1998	891	566	51	1,508	1,013	59	1,072
1999	850	555	64	1,469	993	86	1,079
2000	788	553	39	1,380	952	47	999
2001	805	465	68	1,338	834	79	913
2002	749	510	48	1,307	821	51	872
2003	705	477	58	1,240	807	63	870

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed through the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Alcohol Involved Collisions by Year

Per cent of Collisions and Victims Involving Alcohol by Year

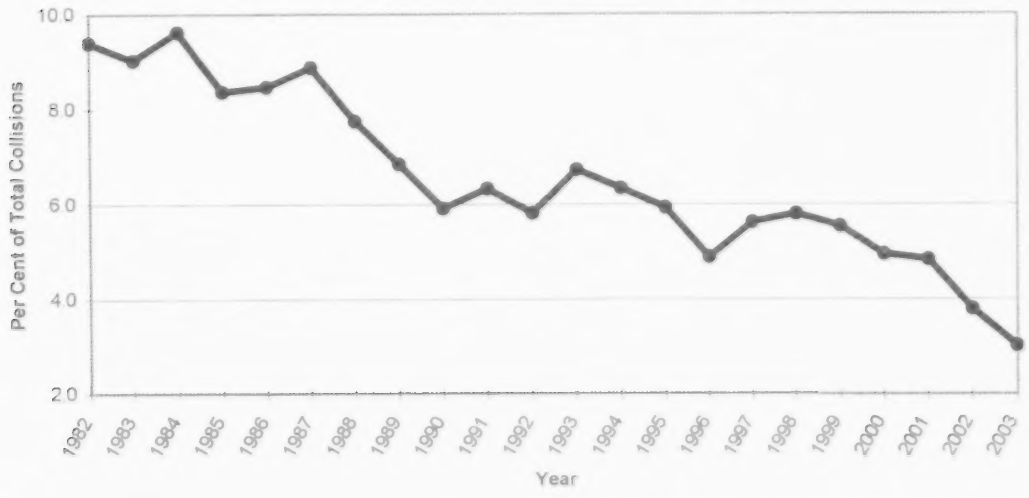
Figure 10.2

	Per cent of Collisions				Per cent of Victims		
Year	Property Damage Only	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	7.6	19.4	40.0	9.4	22.7	38.3	23.1
1983	7.2	18.8	39.9	9.0	21.8	41.3	22.4
1984	7.7	18.3	38.0	9.6	21.2	38.0	21.7
1985	6.6	15.5	36.8	8.4	18.3	36.0	18.7
1986	6.8	14.9	45.9	8.5	17.7	46.1	18.4
1987	7.0	16.0	48.7	8.9	19.0	52.1	19.8
1988	6.1	14.7	39.4	7.7	17.3	40.5	17.8
1989	5.4	13.2	42.0	6.8	15.4	39.6	16.0
1990	4.6	11.4	42.3	5.9	13.5	42.2	14.1
1991	4.7	13.5	51.0	6.3	15.9	51.5	16.6
1992	4.3	12.8	43.3	5.8	15.7	44.8	16.2
1993	5.0	11.9	44.0	6.7	14.0	45.8	14.6
1994	4.7	11.6	38.8	6.3	13.9	37.7	14.4
1995	4.5	11.1	41.5	5.9	13.3	38.9	13.8
1996	3.5	10.7	35.8	4.9	13.2	34.8	13.6
1997	4.1	11.0	36.2	5.6	13.9	35.4	14.4
1998	4.3	11.4	40.2	5.8	14.0	40.1	14.5
1999	4.1	10.1	42.7	5.5	12.4	45.5	13.1
2000	3.5	10.2	28.5	4.9	12.1	31.1	12.5
2001	3.6	9.5	48.6	4.8	12.0	47.3	12.8
2002	2.6	10.0	39.0	3.8	11.2	37.2	11.7
2003	2.0	8.7	42.6	3.0	10.5	42.6	11.1

Minimum reporting limits for property damage only collisions were $200 prior to 1984, $500 as of January 1, 1984 and $1,000 as of January 1, 1993.

Alcohol involvement in fatal traffic collisions is confirmed with the reporting police agency and Coroner's Office after all investigation and lab testing has been completed. This procedure is not done for injury and property damage only collisions.

Per cent of Alcohol Involved Collisions by Year

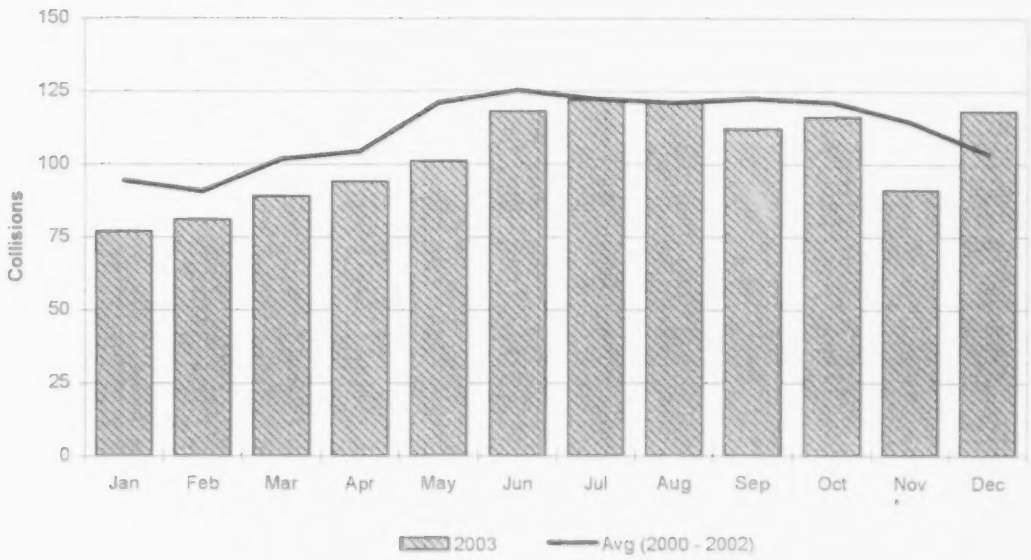


Alcohol-Involved Collisions by Month and Year

Figure 10.3

Month	1998	1999	2000	2001	2002	Average 2000 - 2002	2003	% Change
January	110	96	95	76	112	94.3	**77**	-18.4
February	85	89	87	80	105	90.7	**81**	-10.7
March	106	107	103	108	94	101.7	**89**	-12.5
April	108	115	114	112	87	104.3	**94**	-9.9
May	147	138	131	116	116	121.0	**101**	-16.5
June	126	121	117	120	139	125.3	**118**	-5.9
July	146	133	133	130	104	122.3	**122**	-0.3
August	163	131	121	118	124	121.0	**121**	0.0
September	141	122	134	119	114	122.3	**112**	-8.4
October	148	164	133	122	108	121.0	**116**	-4.1
November	126	128	120	116	107	114.3	**91**	-20.4
December	102	125	92	121	97	103.3	**118**	14.2
Totals	**1,508**	**1,469**	**1,380**	**1,338**	**1,307**	**1,341.7**	**1,240**	**-7.6**

Alcohol-Involved Collisions by Month

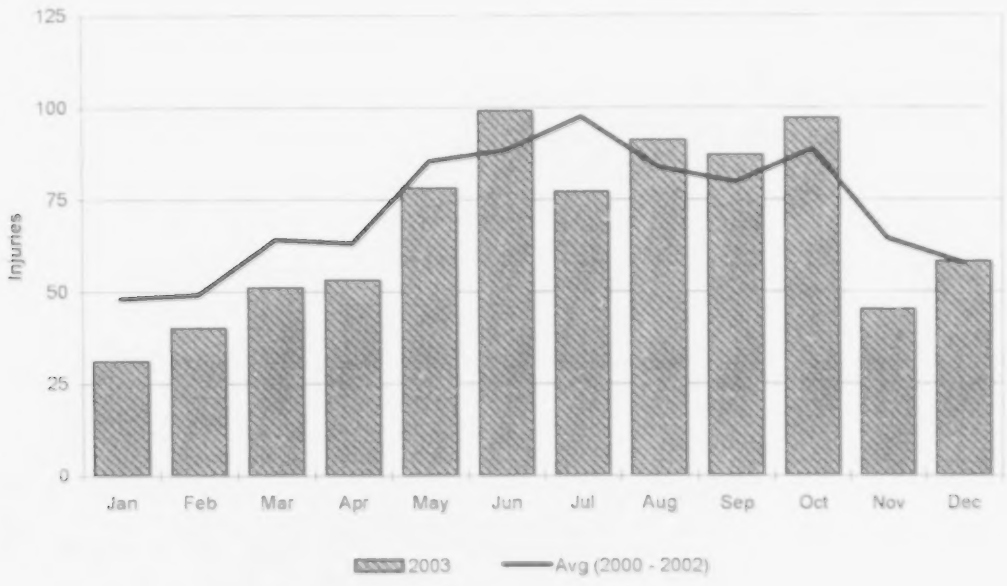


Injuries Due to Alcohol-Involved Collisions by Month and Year

Figure 10.4

Month	1998	1999	2000	2001	2002	Average 2000 - 2002	2003	% * Change
January	46	45	48	32	64	48.0	**31**	-35.4
February	34	49	47	53	47	49.0	**40**	-18.4
March	70	54	80	45	67	64.0	**51**	-20.3
April	82	74	87	53	49	63.0	**53**	-15.9
May	113	76	93	72	91	85.3	**78**	-8.6
June	80	110	92	72	101	88.3	**99**	12.1
July	132	101	105	108	79	97.3	**77**	-20.9
August	133	107	87	80	84	83.7	**91**	8.8
September	109	88	85	83	71	79.7	**87**	9.2
October	82	129	119	90	57	88.7	**97**	9.4
November	81	89	57	78	58	64.3	**45**	-30.1
December	51	71	52	68	53	57.7	**58**	0.6
Totals	**1,013**	**993**	**952**	**834**	**821**	**869.0**	**807**	**-7.1**

Injuries Due to Alcohol-Involved Collisions by Month

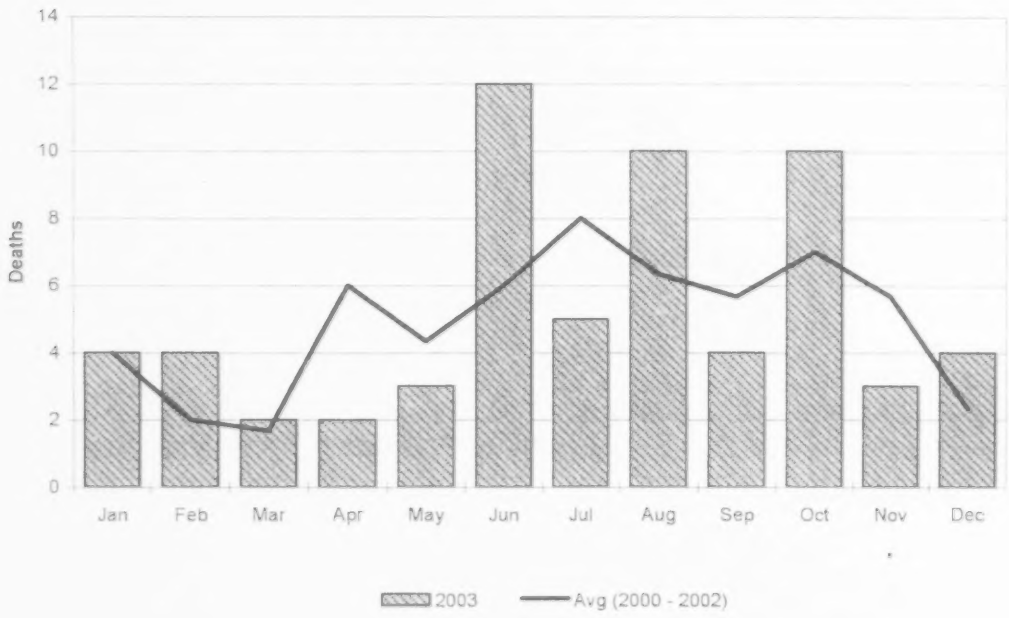


Deaths Due to Alcohol-Involved Collisions by Month and Year

Figure 10.5

Month	1998	1999	2000	2001	2002	Average 2000 - 2002	2003	% * Change
January	3	2	2	3	7	4.0	4	0.0
February	5	7	3	1	2	2.0	4	100.0
March	2	4	1	4	0	1.7	2	20.0
April	9	11	6	7	5	6.0	2	-66.7
May	10	18	4	5	4	4.3	3	-30.8
June	1	5	4	9	5	6.0	12	100.0
July	5	8	8	8	8	8.0	5	-37.5
August	7	6	4	14	1	6.3	10	57.9
September	2	4	6	7	4	5.7	4	-29.4
October	7	14	7	6	8	7.0	10	42.9
November	4	5	2	11	4	5.7	3	-47.1
December	4	2	0	4	3	2.3	4	71.4
Totals	**59**	**86**	**47**	**79**	**51**	**59.0**	**63**	**6.8**

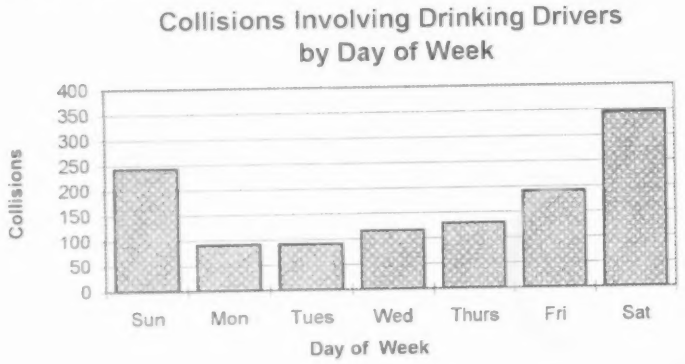
Deaths Due to Alcohol-Involved Collisions by Month



Collisions Involving Drinking Drivers by Day of Week

Figure 10.6

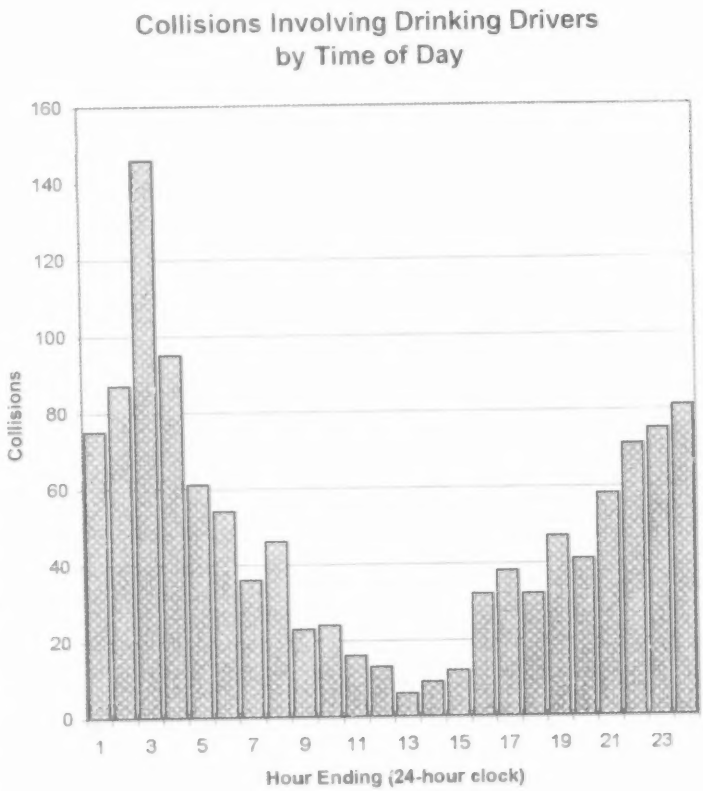
Day of the Week	Collisions
Sunday	243
Monday	91
Tuesday	91
Wednesday	116
Thursday	129
Friday	191
Saturday	346
TOTAL	**1207**



Collisions Involving Drinking Drivers by Time of Day

Figure 10.7

Time of Day	
Midnight to 0:59 a.m.	75
1 a.m. to 1:59 a.m.	87
2 a.m. to 2:59 a.m.	146
3 a.m. to 3:59 a.m.	95
4 a.m. to 4:59 a.m.	61
5 a.m. to 5:59 a.m.	54
6 a.m. to 6:59 a.m.	36
7 a.m. to 7:59 a.m.	46
8 a.m. to 8:59 a.m.	23
9 a.m. to 9:59 a.m.	24
10 a.m. to 10:59 a.m.	16
11 a.m. to 11:59 a.m.	13
Noon to 0:59 p.m.	6
1 p.m. to 1:59 p.m.	9
2 p.m. to 2:59 p.m.	12
3 p.m. to 3:59 p.m.	32
4 p.m. to 4:59 p.m.	38
5 p.m. to 5:59 p.m.	32
6 p.m. to 6:59 p.m.	47
7 p.m. to 7:59 p.m.	41
8 p.m. to 8:59 p.m.	58
9 p.m. to 9:59 p.m.	71
10 p.m. to 10:59 p.m.	75
11 p.m. to 11:59 p.m.	81
Time not stated	29
TOTAL	**1207**



Collisions Involving a Drinking Driver

Figure 10.8

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	2,626	1,088	76	3,790	1,933	92	2,025
1983	2,470	1,053	73	3,596	1,804	97	1,901
1984	2,083	984	71	3,138	1,678	84	1,762
1985	1,774	891	68	2,733	1,548	77	1,625
1986	1,844	884	95	2,823	1,559	113	1,672
1987	1,957	985	94	3,036	1,733	123	1,856
1988	1,682	867	62	2,611	1,497	80	1,577
1989	1,492	721	68	2,281	1,240	76	1,316
1990	1,255	603	57	1,915	1,032	64	1,096
1991	1,340	684	71	2,095	1,191	82	1,273
1992	1,195	662	52	1,909	1,242	61	1,303
1993	954	631	52	1,637	1,103	63	1,166
1994	965	634	46	1,645	1,121	51	1,172
1995	974	541	53	1,568	971	58	1,029
1996	762	493	34	1,289	886	43	929
1997	827	553	44	1,424	1,050	55	1,105
1998	889	555	46	1,490	1,000	54	1,054
1999	846	530	61	1,437	968	83	1,051
2000	788	531	36	1,355	929	44	973
2001	804	448	63	1,315	816	74	890
2002	747	490	43	1,280	800	46	846
2003	703	451	53	1,207	776	58	834

Collisions Involving Pedestrians or Cyclists That Had Been Drinking

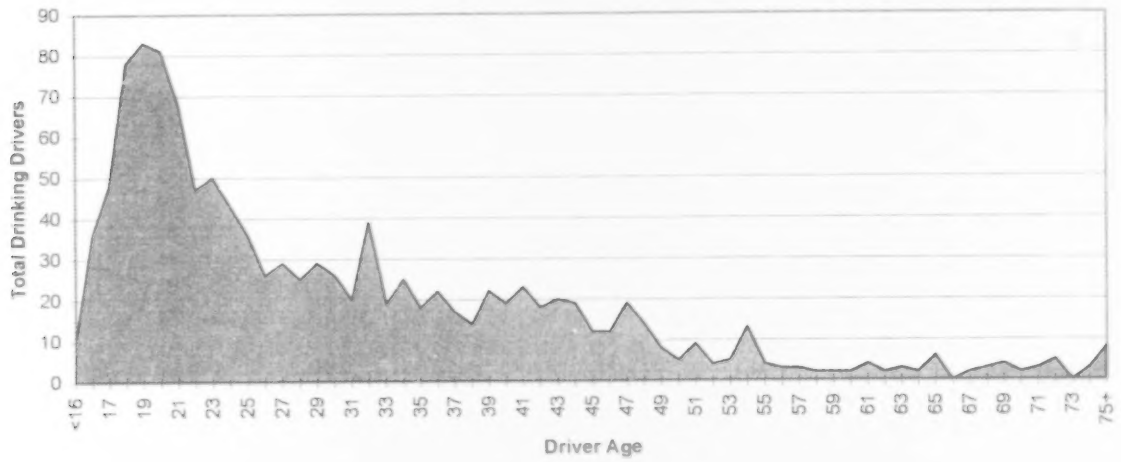
Figure 10.9

	Number of Collisions				Number of Victims		
Year	Property Damage	Personal Injury	Fatal	Total	Injured	Killed	Total
1982	0	0	0	0	0	0	0
1983	0	0	0	0	0	0	0
1984	0	0	0	0	0	0	0
1985	0	0	0	0	0	0	0
1986	0	0	0	0	0	0	0
1987	0	0	0	0	0	0	0
1988	0	9	0	9	9	0	9
1989	1	5	0	6	5	0	5
1990	0	2	1	3	3	1	4
1991	0	26	13	39	30	13	43
1992	0	26	3	29	26	3	29
1993	1	26	8	35	28	8	36
1994	0	22	10	32	23	10	33
1995	2	18	3	23	20	3	23
1996	1	14	4	19	14	4	18
1997	2	16	5	23	17	5	22
1998	2	14	8	24	17	8	25
1999	3	26	5	34	27	5	32
2000	0	22	5	27	23	5	28
2001	1	18	7	26	22	7	29
2002	2	22	5	29	23	5	28
2003	2	29	6	37	34	6	40

Pedestrian contributing factors were not recorded prior to 1991 and cyclist statistics are not available prior to 1988

2003 Drinking Drivers by Driver Age

Figure 10 10



2003 Injury Classification of Vehicle Occupants by Alcohol Involvement

Figure 10 11

Injury Classification	Occupants of a Drinking Driver Yes	No	All Vehicle Occupants	% with Alcohol
Minor	281	4,294	4,575	6 1
Moderate	192	1 649	1,841	10 4
Major	77	341	418	18 4
Major/Unconscious	32	47	79	40 5
Fatal	50	71	121	41 3
Total	**632**	**6,402**	**7,034**	**9.0**

Figure 10 12

Injury Class by Alcohol Involvement

2003 Drinking Drivers by Gender and Severity of Collision

Figure 10.13

Driver Gender					Collision Severity			
Age	Male	Female	Not Stated	Total	PD* Only	Personal Injury	Fatal	Total
<16	6	4	0	10	5	5	0	10
16	26	10	0	36	14	21	1	36
17	36	12	0	48	27	21	0	48
18	56	23	0	78	44	30	4	78
19	66	16	1	83	48	28	7	83
20	71	10	0	81	50	28	3	81
21	53	15	0	68	40	26	2	68
22	36	11	0	47	25	20	2	47
23	41	9	0	50	37	13	0	50
24	36	6	1	43	25	16	2	43
25	30	6	0	36	21	15	0	36
26	21	5	0	26	13	12	1	26
27	24	5	0	29	18	11	0	29
28	18	7	0	25	14	10	1	25
29	22	7	0	29	17	10	2	29
30	21	5	0	26	13	11	2	26
31	18	2	0	20	11	6	3	20
32	32	7	0	39	25	12	2	39
33	13	6	0	19	13	6	0	19
34	23	2	0	25	12	12	1	25
35	13	5	0	18	12	5	1	18
36	19	3	0	22	17	5	0	22
37	11	6	0	17	12	5	0	17
38	12	2	0	14	9	5	0	14
39	14	8	0	22	11	10	1	22
40	15	4	0	19	11	7	1	19
41	20	3	0	23	11	9	3	23
42	15	3	0	18	14	4	0	18
43	16	4	0	20	8	11	1	20
44	14	5	0	19	7	11	1	19
45	12	0	0	12	9	2	1	12
46	7	5	0	12	5	5	2	12
47	16	3	0	19	11	7	1	19
48	9	5	0	14	8	5	1	14
49	6	2	0	8	2	6	0	8
50	4	1	0	5	3	2	0	5
51	7	2	0	9	3	6	0	9
52	4	0	0	4	2	1	1	4
53	3	2	0	5	3	2	0	5
54	12	1	0	13	10	1	2	13
55	3	1	0	4	1	2	1	4
56	2	1	0	3	0	2	1	3
57	2	1	0	3	3	0	0	3
58	2	0	0	2	2	0	0	2
59	1	1	0	2	2	0	0	2
60	2	0	0	2	2	0	0	2
61	4	0	0	4	3	1	0	4
62	1	1	0	2	1	1	0	2
63	3	0	0	3	2	0	1	3
64	2	0	0	2	2	0	0	2
65	6	0	0	6	3	3	0	6
66	0	0	0	0	0	0	0	0
67	2	0	0	2	2	0	0	2
68	3	0	0	3	1	2	0	3
69	2	2	0	4	3	1	0	4
70	2	0	0	2	1	1	0	2
71	3	0	0	3	1	1	1	3
72	3	2	0	5	2	3	0	5
73	0	0	0	0	0	0	0	0
74	3	0	0	3	2	1	0	3
75	1	0	0	1	1	0	0	1
76	0	0	0	0	0	0	0	0
77	1	0	0	1	0	1	0	1
78	1	0	0	1	1	0	0	1
79	1	0	0	1	1	0	0	1
80	0	1	0	1	1	0	0	1
81	1	0	0	1	1	0	0	1
82	0	0	0	0	0	0	0	0
83	1	0	0	1	0	1	0	1
84	0	0	0	0	0	0	0	0
85	0	0	0	0	0	0	0	0
86	1	0	0	1	0	1	0	1
87	0	0	0	0	0	0	0	0
88	0	0	0	0	0	0	0	0
89	0	0	0	0	0	0	0	0
90	0	0	0	0	0	0	0	0
91 +	0	0	0	0	0	0	0	0
NS**	2	2	44	48	34	13	1	48
Total	932	244	46	1,222	712	456	54	1,222

*PD Only = Property Damage Only Collision

** NS is where the driver age is not stated

Drinking Drivers In Collisions by Gender by Year

Figure 10.14

	2001				2002				2003			
Age	Male	Female	Null	Total	Male	Female	Null	Total	Male	Female	Null	Total
<16	8	2	0	10	6	2	0	8	6	4	0	10
16	20	11	0	31	33	11	0	44	26	10	0	36
17	45	13	0	58	42	4	0	46	36	12	0	48
18	51	17	0	68	61	10	0	71	55	23	0	78
19	87	9	0	96	73	12	0	85	66	16	1	83
20	61	14	0	75	57	14	0	71	71	10	0	81
21	70	6	0	76	57	3	0	60	53	15	0	68
22	50	11	0	61	47	6	0	53	36	11	0	47
23	49	4	0	53	48	6	0	54	41	9	0	50
24	39	7	0	46	48	4	0	52	36	6	1	43
25 - 34	242	67	0	309	204	73	0	277	222	52	0	274
35 - 44	179	43	0	222	187	56	0	243	149	43	0	192
45 - 54	69	24	0	93	96	18	0	114	80	21	0	101
55 - 64	48	5	0	53	37	1	0	38	22	5	0	27
65 - 74	20	1	0	21	11	3	0	14	24	4	0	28
75 >	6	0	0	6	7	0	0	7	7	1	0	8
NS *	6	1	49	56	6	1	50	57	2	2	44	48
Total	**1,050**	**235**	**49**	**1,334**	**1,020**	**224**	**50**	**1,294**	**932**	**244**	**46**	**1,222**

Drinking Drivers in Collisions by Collision Severity by Year

Figure 10.15

	2001				2002				2003			
Age	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total	Property Damage	Personal Injury	Fatal	Total
<16	5	4	1	10	6	2	0	8	5	5	0	10
16	15	15	1	31	24	18	2	44	14	21	1	36
17	32	25	1	58	27	19	0	46	27	21	0	48
18	39	24	5	68	31	37	3	71	44	30	4	78
19	61	34	1	96	54	30	1	85	48	28	7	83
20	45	26	4	75	40	27	4	71	50	28	3	81
21	43	29	4	76	38	22	0	60	40	26	2	68
22	39	21	1	61	26	24	3	53	25	20	2	47
23	31	18	4	53	31	23	0	54	37	13	0	50
24	31	15	0	46	38	12	2	52	25	16	2	43
25 - 34	180	114	15	309	156	111	10	277	157	105	12	274
35 - 44	143	71	8	222	136	99	8	243	112	72	8	192
45 - 54	55	31	7	93	65	45	4	114	56	37	8	101
55 - 64	36	11	6	53	21	15	2	38	18	6	3	27
65 - 74	15	3	3	21	10	4	0	14	15	12	1	28
75 >	5	1	0	6	4	1	2	7	5	3	0	8
NS *	37	16	3	56	45	10	2	57	34	13	1	48
Total	**812**	**458**	**64**	**1,334**	**752**	**499**	**43**	**1,294**	**712**	**456**	**54**	**1,222**

* NS is where the driver age is not stated.

Traffic Collision Statistics

Contents:

			Page
Figure	11.1	2003 Traffic Collision Statistics By Highway Control Section	81
	11.2	Highway Collisions by Road Classification and Severity	98
	11.3	2003 Traffic Collision Statistics by Urban Communities With a Population of 5,000 or More	99
	11.4	2003 Pedestrian Collisions in Urban Communities With a Population of 5,000 or More	100
	11.5	2003 Bicycle Collisions in Urban Communities With a Population of 5,000 or More	100
	11.6	2003 Alcohol-Involved Collisions in Urban Communities With a Population of 5,000 or More	100
	11.7	Traffic Collision Statistics by Intersection – Three Cities Saskatoon, Regina and Prince Albert	101
	11.8	2003 Traffic Collision Statistics by Urban Communities With a Population Between 250 and 5,000	102
	11.9	2003 Traffic Collision Statistics by Rural Municipality	107
	11.10	Traffic Collision Rate Map by Rural Municipality	114

Traffic Collision Statistics

Figure 11.1 is a detailed summary of all provincial highways in the province. The length of each section of highway, along with the average daily traffic on that section, is used to calculate travel (kilometres in millions) and a collision rate (collisions per million vehicle kilometres) for each section.

Figures 11.3 and 11.4 summarize collisions by community, and Figure 11.5 shows a similar summary by rural municipality. Collision rates are calculated based on populations, as well as travel, where applicable.

2003 Quick Facts:

- The collision rate for all provincial highways is 1.23 collisions per million vehicle kilometres (Mvkm).
- The average number of collisions per 100 people for communities with a population:
  - of 5,000 or more is 3.97
  - of 250 to 4,999 is 1.15
  - under 250 is 0.61
- Regina and Saskatoon combined account for 38.8 per cent of the province's population and 42.6 per cent of the collisions.
- Regina recorded 7,787 collisions, 1,898 injuries and ten deaths in 2003.
- Saskatoon recorded 8,457 collisions, 1,628 injuries and four deaths in 2003.
- Alcohol was a factor in 699 traffic collisions in Saskatchewan cities during 2003.
- The collision rates for all rural municipalities are 3.15 collisions per 100 people and 2.09 collisions per million vehicle kilometres.

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
1-01	Manitoba Border - Moosomin	19.9	3,502	25.46	8	1	0	9	0.35	3	0
1-02	Moosomin - Whitewood	46.9	3,522	60.27	17	8	2	27	0.45	14	2
1-03	Whitewood - Broadview	23.9	3,483	30.32	8	2	2	12	0.40	3	2
1-04	Broadview - Grenfell	24.8	3,842	34.82	9	3	1	13	0.37	8	2
1-05	Grenfell - Indian Head	57.2	3,745	78.20	26	7	1	34	0.43	12	1
1-06	Indian Head - Qu'Appelle	13.8	4,360	22.01	7	3	0	10	0.45	3	0
1-07	Qu'Appelle - Balgonie	30.2	5,693	62.82	20	10	1	31	0.49	21	1
1-08	Balgonie - Regina	21.1	15,827	121.78	48	14	0	62	0.51	24	0
1-09	Regina Bypass	7.7	24,663	69.23	1	0	0	1	0.01	0	0
1-10	Regina - Jct Hwy 39	56.6	9,037	186.56	77	20	1	98	0.53	26	1
1-11	Jct Hwy 39- Moose Jaw	4.8	9,741	17.10	9	0	0	9	0.53	0	0
1-12	Moose Jaw - N Jct Hwy 2	5.5	5,827	11.78	7	2	0	9	0.76	5	0
1-13	N Jct Hwy 2 - Mortlach	45.3	4,173	68.98	53	12	0	65	0.94	16	0
1-14	Mortlach - Chaplin	36.0	3,214	42.25	23	9	0	32	0.76	17	0
1-15	Chaplin - W Jct Hwy 19	25.6	3,143	29.34	11	5	0	16	0.55	7	0
1-16	W Jct Hwy 19 - Rush Lake	32.6	3,868	46.08	20	2	0	22	0.48	5	0
1-17	Rush Lake - Swift Current	30.6	4,983	55.56	31	4	0	35	0.63	8	0
1-18	Swift Current - Jct Hwy 32	9.3	6,656	22.52	16	8	0	24	1.07	12	0
1-19	Jct Hwy 32 - Gull Lake	46.3	4,778	80.76	35	9	1	45	0.56	20	1
1-20	Gull Lake - Sidewood	34.3	3,783	47.29	35	6	1	42	0.89	6	1
1-21	Sidewood - Maple Creek	38.9	3,810	54.03	22	5	0	27	0.50	11	0
1-22	Maple Creek - Alberta Border	39.6	4,387	63.42	16	7	0	23	0.36	13	0
1-00	Hwy #1 Section Not Known	0.0	0	0.00	109	0	0	109	0.00	0	0
	Subtotal - Hwy 1	**650.8**		**1230.58**	**608**	**137**	**10**	**755**	**0.61**	**234**	**11**
2-01	U.S. Border - Rockglen	49.3	160	2.88	12	1	0	13	4.51	1	0
2-02	Rockglen - Assiniboia	53.5	412	8.06	10	1	0	11	1.36	2	0
2-03	Assiniboia - Jct Hwy 43	27.7	937	9.47	18	1	0	19	2.01	1	0
2-04	Jct Hwy 43 - Jct Hwy 36	44.4	954	15.44	20	2	0	22	1.42	2	0
2-05	Jct Hwy 36 - Moose Jaw S	26.9	1,450	14.24	18	2	0	20	1.40	2	0
2-06	Moose Jaw S - Moose Jaw N	6.9	2,919	7.32	11	0	0	11	1.50	0	0
2-07	Moose Jaw N - Tuxford	17.9	2,925	19.09	10	1	0	11	0.58	2	0
2-08	Tuxford - Chamberlain	33.3	1,135	13.78	14	1	0	15	1.09	2	0
2-09	Findlater - Liberty	33.6	380	4.66	11	2	0	13	2.79	2	0
2-10	Liberty - Imperial	29.3	523	5.59	12	1	0	13	2.33	1	0
2-11	Imperial - Watrous	36.0	932	12.23	16	0	0	16	1.31	0	0
2-12	Watrous - Young	23.1	1,018	8.57	12	0	0	12	1.40	0	0
2-13	Young - Jct Hwy 16	22.0	847	6.79	6	0	0	6	0.88	0	0
2-14	Jct Hwy 16 - S Jct Hwy 5	19.9	249	1.82	4	0	0	4	2.20	0	0
2-15	S Jct Hwy 5 - Jct Hwy 27	21.6	766	6.04	4	2	0	6	0.99	4	0
2-16	Jct Hwy 27 - Wakaw	35.3	736	9.48	11	2	0	13	1.37	7	0
2-17	Wakaw - St. Louis	32.9	1,038	12.45	14	1	0	15	1.21	1	0
2-18	St. Louis - Prince Albert	26.3	1,469	14.08	12	4	0	16	1.14	6	0
2-19	Prince Albert S - Jct Hwy 55	4.4	6,315	10.12	5	1	0	6	0.59	1	0
2-20	Jct Hwy 55 - Christopher Lake	37.2	4,529	61.48	54	8	2	64	1.04	18	2
2-21	Christopher Lake - Jct Hwy 264	37.0	1,453	19.64	22	4	0	26	1.32	6	0
2-22	Jct Hwy 264 - Weyakwin Lake	45.7	655	10.93	11	1	0	12	1.10	2	0
2-23	Weyakwin Lake - Jct Hwy 165	85.7	571	17.86	16	2	0	18	1.01	3	0
2-24	Jct Hwy 165 - La Ronge	32.4	1,038	12.27	14	4	0	18	1.47	6	0
2-00	Hwy #2 Section Not Known	0.0	0	0.00	90	1	0	91	0.00	1	0
	Subtotal - Hwy 2	**782.0**		**304.30**	**427**	**42**	**2**	**471**	**1.55**	**70**	**2**
3-01	Manitoba Border - Erwood	35.4	174	2.24	2	0	0	2	0.89	0	0
3-02	Erwood - Hudson Bay	14.1	529	2.71	9	2	0	11	4.05	2	0
3-03	Hudson Bay - Prairie River	40.9	678	10.12	27	2	0	29	2.87	6	0

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11 1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
3-04	Prairie River - S Jct Hwy 23	53.3	605	11.77	23	4	0	27	2.29	5	0
3-05	S Jct Hwy 23 - Tisdale	21.4	1,684	13.15	4	0	0	4	0.30	0	0
3-06	Tisdale - Melfort	36.7	2,147	28.80	20	5	0	25	0.87	10	0
3-07	Melfort - Kinistino	29.1	1,682	17.89	3	0	0	3	0.17	0	0
3-08	Kinistino - Birch Hills	27.3	1,574	15.68	6	3	0	9	0.57	5	0
3-09	Birch Hills - Prince Albert	34.5	2,901	36.55	27	5	0	32	0.88	13	0
3-11	Prince Albert - Shellbrook	43.1	3,684	57.93	33	3	0	36	0.62	3	0
3-12	Shellbrook - Cameo	10.3	1,634	6.13	6	0	0	6	0.98	0	0
3-13	Cameo - Shell Lake	46.6	761	12.94	19	1	0	20	1.55	1	0
3-14	Shell Lake - Spiritwood	24.6	917	8.24	15	0	0	15	1.82	0	0
3-15	Spiritwood - Glaslyn	55.5	660	13.37	19	4	0	23	1.72	10	0
3-16	Glaslyn - Turtleford	45.6	533	8.87	10	2	0	12	1.35	3	0
3-17	Jct Hwy 26 - N Sask. River	30.0	1,125	12.33	22	1	1	24	1.95	4	1
3-18	N Sask. River - Alberta Border	26.4	1,253	12.07	3	0	0	3	0.25	0	0
3-00	Hwy #3 Section Not Known	0.0	0	0.00	57	0	0	57	0.00	0	0
	Subtotal - Hwy 3	**574.9**		**270.81**	**305**	**32**	**1**	**338**	**1.25**	**62**	**1**
4-01	U.S. Border - Val Marie	31.3	121	1.38	2	0	0	2	1.45	0	0
4-02	Val Marie - Cadillac	54.7	169	3.38	11	0	0	11	3.25	0	0
4-03	Cadillac - Jct Hwy 43	26.3	591	5.67	7	2	2	11	1.94	2	2
4-04	Jct Hwy 43 - Swift Current	38.8	1,871	26.48	31	5	0	36	1.36	9	0
4-05	Swift Current - Sask. Landing	48.1	1,481	25.97	49	6	0	55	2.12	6	0
4-06	Sask. Landing - Sanctuary	41.7	1,118	17.00	17	2	0	19	1.12	2	0
4-07	Sanctuary - Elrose	23.5	872	7.49	12	1	0	13	1.74	1	0
4-08	Elrose - Rosetown	37.8	1,374	18.97	11	2	0	13	0.69	2	0
4-09	Rosetown - Jct Hwy 31	11.7	1,676	7.18	7	1	0	8	1.11	1	0
4-10	Jct Hwy 31 - Biggar	46.8	693	11.84	12	1	0	13	1.10	1	0
4-11	Biggar - Struan Grid	34.3	461	5.77	4	1	1	6	1.04	3	1
4-12	Struan Grid - Red Pheasant	20.9	442	3.37	8	1	0	9	2.67	2	0
4-13	Red Pheasant - Battleford	35.7	1,525	19.84	31	3	0	34	1.71	4	0
4-14	Battleford - Jct Hwy 26	21.1	5,883	45.37	12	6	0	18	0.40	9	0
4-15	Jct Hwy 26 - Cochin	17.3	2,256	14.21	4	3	0	7	0.49	4	0
4-16	Cochin - Glaslyn	29.6	1,300	14.02	23	1	0	24	1.71	1	0
4-17	Glaslyn - Meadow Lake	89.2	848	27.58	49	5	0	54	1.96	9	0
4-18	Meadow Lake - Jct Hwy 104	30.5	717	7.98	22	1	0	23	2.88	1	0
4-00	Hwy #4 Section Not Known	0.0	0	0.00	67	0	0	67	0.00	0	0
	Subtotal - Hwy 4	**639.0**		**263.49**	**379**	**41**	**3**	**423**	**1.61**	**57**	**3**
5-01	Togo - Kamsack	33.4	381	4.64	4	3	0	7	1.51	4	0
5-02	Kamsack - Canora	37.0	1,080	14.60	4	0	0	4	0.27	0	0
5-03	Canora - Invermay	54.7	652	13.01	6	2	0	8	0.61	2	0
5-04	Invermay - Wadena	46.5	689	11.68	12	1	0	13	1.11	2	0
5-05	Wadena - Watson	53.6	992	19.42	26	3	0	29	1.49	5	0
5-06	Watson - Humboldt	41.2	2,095	31.53	19	8	0	27	0.86	15	0
5-07	Humboldt - N Jct Hwy 2	43.2	2,113	33.34	21	4	0	25	0.75	4	0
5-08	S Jct Hwy 2 - Patience Lake	40.8	1,945	28.96	20	3	0	23	0.79	4	0
5-09	Patience Lake - Saskatoon	11.4	3,095	12.87	17	4	0	21	1.63	10	0
5-10	College Drive in Saskatoon	5.6	8,257	16.82	1	0	0	1	0.06	0	0
5-00	Hwy #5 Section Not Known	0.0	0	0.00	48	0	0	48	0.00	0	0
	Subtotal - Hwy 5	**367.5**		**186.88**	**178**	**28**	**0**	**206**	**1.10**	**46**	**0**
6-01	U.S. Border - Jct Hwy 18	16.4	337	2.02	3	0	0	3	1.48	0	0
6-02	Jct Hwy 18 - Jct Hwy 13	55.6	526	10.68	15	1	0	16	1.50	1	0
6-03	Jct Hwy 13 - S Jct Hwy 39	43.3	590	9.33	6	1	0	7	0.75	3	0
6-04	S Jct Hwy 39 - Regina South	38.1	3,455	48.03	20	6	1	27	0.56	11	1

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
6-05	Regina South - Regina North	2.4	9,648	8.56	1	3	0	4	0.47	5	0
6-06	Regina North - Pilot I.R.	26.4	2,917	28.06	22	10	0	32	1.14	19	0
6-07	Pilot I.R. - Southey	24.2	2,266	20.03	20	7	0	27	1.35	18	0
6-08	Southey - Raymore	54.1	1,205	23.81	20	0	0	20	0.84	0	0
6-09	Raymore - Dafoe	38.0	948	13.16	13	0	0	13	0.99	0	0
6-10	Dafoe - Watson	43.0	920	14.46	13	2	1	16	1.11	6	1
6-11	Watson - Naicam	32.8	1,277	15.29	7	4	0	11	0.72	6	0
6-12	Naicam - Silver Park	26.6	1,073	10.41	6	0	0	6	0.58	0	0
6-13	Silver Park - Melfort	25.2	1,451	13.33	8	6	0	14	1.05	10	0
6-14	Melfort - Gronlid	32.6	829	9.86	11	2	0	13	1.32	2	0
6-15	Gronlid - Choiceland	43.3	275	4.35	8	0	0	8	1.84	0	0
6-00	Hwy #6 Section Not Known	0.0	0	0.00	62	0	0	62	0.00	0	0
	Subtotal - Hwy 6	**602.1**		**231.36**	**236**	**42**	**2**	**279**	**1.21**	**81**	**2**
7-01	Saskatoon - Jct Hwy 60	6.3	8,143	18.58	11	0	0	11	0.59	0	0
7-02	Jct Hwy 60 - Delisle	30.4	4,901	54.44	24	5	3	32	0.59	12	3
7-03	Delisle - Harris	37.9	2,235	30.88	24	3	2	29	0.94	6	2
7-04	Harris - Rosetown	36.4	2,863	38.01	46	5	0	51	1.34	9	0
7-05	Rosetown - Brock	52.4	2,242	42.87	33	6	0	39	0.91	8	0
7-06	Brock - Kindersley	31.0	2,448	27.73	15	5	1	21	0.76	13	1
7-07	Kindersley - Jct Hwy 307	21.2	2,063	15.95	11	1	0	12	0.75	1	0
7-08	Jct Hwy 307 - Alsask	40.0	1,718	25.11	17	1	0	18	0.72	6	0
7-00	Hwy #7 Section Not Known	0.0	0	0.00	62	0	0	62	0.00	0	0
	Subtotal - Hwy 7	**255.5**		**253.56**	**243**	**26**	**6**	**275**	**1.08**	**55**	**6**
8-01	U.S. Border - Carievale	19.9	245	1.78	3	0	0	3	1.69	0	0
8-02	Carievale - Redvers	45.6	302	5.02	4	1	1	6	1.19	2	1
8-03	Redvers - Fairlight	34.0	189	2.35	5	0	0	5	2.13	0	0
8-04	Fairlight - Moosomin	29.9	549	6.00	6	0	0	6	1.00	0	0
8-05	Moosomin - Qu'Appelle River	40.5	681	10.08	24	1	0	25	2.48	4	0
8-06	Qu'Appelle River - Langenburg	41.9	543	8.29	15	0	0	15	1.81	0	0
8-07	Langenburg - Wroxton	46.9	145	2.48	2	3	0	5	2.02	6	0
8-08	Wroxton - Kamsack	39.5	548	7.89	8	1	0	9	1.14	1	0
8-09	Kamsack - Pelly	32.3	1,174	13.85	6	3	1	10	0.72	4	1
8-10	Pelly - Norquay	41.4	197	2.98	7	1	0	8	2.68	1	0
8-00	Hwy #8 Section Not Known	0.0	0	0.00	45	0	0	45	0.00	0	0
	Subtotal - Hwy 8	**372.0**		**60.73**	**125**	**10**	**2**	**137**	**2.26**	**18**	**2**
9-01	U.S. Border - Jct Hwy 18	26.8	256	2.50	2	1	0	3	1.20	1	0
9-02	Jct Hwy 18 - Carlyle	46.9	1,236	21.16	12	1	0	13	0.61	1	0
9-03	Carlyle - Jct Hwy 48	43.5	1,299	20.62	30	3	0	33	1.60	4	0
9-04	Jct Hwy 48 - Whitewood	36.5	677	9.01	3	0	0	3	0.33	0	0
9-05	Whitewood - Qu'Appelle River	19.6	703	5.01	7	2	0	9	1.80	2	0
9-06	Qu'Appelle River - Jct Hwy 22	36.5	846	11.28	25	1	0	26	2.31	1	0
9-07	Jct Hwy 22 - Jct Hwy 15	21.3	847	6.58	7	1	0	8	1.22	1	0
9-08	Jct Hwy 15 - Yorkton	33.4	1,097	13.39	25	5	0	30	2.24	8	0
9-09	Yorkton - Canora	46.2	2,898	48.90	43	7	1	51	1.04	15	3
9-10	Canora - Jct Hwy 49	27.7	1,268	12.80	10	1	0	11	0.86	2	0
9-11	Jct Hwy 49 - Preeceville	20.0	1,046	7.63	7	0	0	7	0.92	0	0
9-12	Preeceville - Usherville	31.0	514	5.81	6	1	0	7	1.21	1	0
9-13	Usherville - Bertwell	42.5	181	2.81	6	3	0	9	3.20	4	0
9-14	Bertwell - Hudson Bay	38.6	533	7.50	18	1	0	19	2.53	1	0
9-15	Hudson Bay - Manitoba Border	123.1	91	4.08	17	3	0	20	4.90	3	0
9-00	Hwy #9 Section Not Known	0.0	0	0.00	73	0	0	73	0.00	0	0
	Subtotal - Hwy 9	**593.6**		**179.08**	**291**	**30**	**1**	**322**	**1.80**	**44**	**3**

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
10-01	Manitoba Border - Wroxton	25.0	741	6.75	9	1	0	10	1.48	4	0
10-02	Wroxton - Yorkton	38.3	1,473	20.59	24	6	0	30	1.46	7	0
10-03	Yorkton - Melville	41.9	2,696	41.21	33	4	0	37	0.90	6	0
10-04	Melville - Jct Hwy 22	46.2	1,897	31.96	21	1	0	22	0.69	1	0
10-05	Jct Hwy 22 - Fort Qu'Appelle	26.0	2,603	24.72	19	5	0	24	0.97	13	0
10-06	Fort Qu'Appelle - Balgonie	46.5	3,696	62.72	24	8	1	33	0.53	16	1
10-00	Hwy #10 Section Not Known	0.0	0	0.00	54	0	0	54	0.00	0	0
	Subtotal - Hwy 10	**223.8**		**187.95**	**184**	**25**	**1**	**210**	**1.12**	**47**	**1**
11-01	Regina - Lumsden	25.9	10,386	98.23	50	18	1	69	0.70	27	2
11-02	Lumsden - Bethune	25.9	5,206	49.29	18	7	1	26	0.53	8	1
11-03	Bethune - E Jct Hwy 2	19.2	3,827	26.86	7	1	0	8	0.30	2	0
11-04	E Jct Hwy 2 - Aylesbury	24.7	3,477	31.30	23	2	0	25	0.80	3	0
11-05	Aylesbury - Davidson	45.4	3,741	61.92	32	11	2	45	0.73	17	2
11-06	Davidson - Kenaston	32.1	4,188	49.03	15	6	0	21	0.43	12	0
11-07	Kenaston - Dundurn	38.9	4,866	69.11	25	5	0	30	0.43	6	0
11-08	Dundurn - Saskatoon	32.3	6,314	74.39	82	12	0	94	1.26	14	0
11-10	Saskatoon - Warman	18.1	9,993	65.91	22	7	1	30	0.46	14	1
11-11	Warman - Rosthern	43.2	4,449	70.13	37	13	0	50	0.71	22	0
11-12	Rosthern - Duck Lake	18.1	3,610	23.88	12	1	2	15	0.63	4	4
11-13	Duck Lake - Prince Albert	49.0	3,304	59.06	45	6	0	51	0.86	6	0
11-00	Hwy #11 Section Not Known	0.0	0	0.00	121	0	0	121	0.00	0	0
	Subtotal - Hwy 11	**372.7**		**679.09**	**489**	**89**	**7**	**585**	**0.86**	**135**	**10**
12-01	Jct Hwy 11 - Hepburn	36.4	4,939	65.55	36	7	0	43	0.66	10	0
12-02	Hepburn - Blaine Lake	38.2	1,269	17.70	26	2	0	28	1.58	4	0
12-03	Blaine Lake - Big Grass Lake	39.1	441	6.29	10	0	0	10	1.59	0	0
12-04	Big Grass Lake - Shell Lake	21.0	436	3.35	13	0	0	13	3.89	0	0
12-00	Hwy #12 Section Not Known	0.0	0	0.00	13	0	0	13	0.00	0	0
	Subtotal - Hwy 12	**134.7**		**92.89**	**98**	**9**	**0**	**107**	**1.15**	**14**	**0**
13-01	Manitoba Border - Redvers	19.7	788	5.67	8	2	0	10	1.76	3	0
13-02	Redvers - Carlyle	42.3	1,059	16.36	11	7	0	18	1.10	17	0
13-03	Carlyle - Stoughton	54.5	1,732	34.44	22	3	0	25	0.73	4	0
13-04	Stoughton - Griffin	31.0	805	9.11	8	2	0	10	1.10	3	0
13-05	Griffin - Weyburn	27.6	1,209	12.16	16	4	0	20	1.64	4	0
13-06	Weyburn - Jct Hwy 28	31.1	943	10.69	15	1	0	16	1.50	1	0
13-07	Jct Hwy 28 - Jct Hwy 6	22.8	504	4.20	6	0	0	6	1.43	0	0
13-08	Jct Hwy 6 - Jct Hwy 34	39.8	549	7.97	14	1	0	15	1.88	4	0
13-09	Jct Hwy 34 - Jct Hwy 36	30.6	240	2.68	3	4	0	7	2.61	4	0
13-10	Jct Hwy 36 - Assiniboia	36.5	489	6.51	13	2	0	15	2.31	2	0
13-11	Assiniboia - Lafleche	42.6	838	13.04	16	2	0	18	1.38	3	0
13-12	Lafleche - Kincaid	32.3	447	5.27	11	0	0	11	2.09	0	0
13-13	Kincaid - Cadillac	54.9	426	8.54	17	1	0	18	2.11	1	0
13-14	Cadillac - Jct Hwy 37	49.5	258	4.66	7	0	0	7	1.50	0	0
13-15	Shaunavon - Eastend	34.3	641	8.04	10	1	0	11	1.37	4	0
13-16	Eastend - E Jct Hwy 21	52.5	256	4.90	6	2	0	8	1.63	2	0
13-17	E Jct Hwy 21 - Govanlock	44.1	190	3.05	6	0	0	6	1.96	0	0
13-18	Govanlock - Alberta Border	14.5	50	0.27	0	0	0	0	0.00	0	0
13-00	Hwy #13 Section Not Known	0.0	0	0.00	55	0	0	55	0.00	0	0
	Subtotal - Hwy 13	**660.6**		**167.66**	**244**	**32**	**0**	**276**	**1.75**	**52**	**0**
14-12	Saskatoon - Asquith	34.1	2,881	35.81	57	4	0	61	1.70	5	0
14-13	Asquith - Perdue	22.7	1,794	14.85	19	4	0	23	1.55	6	0
14-14	Perdue - Biggar	31.6	1,725	19.89	14	2	0	16	0.80	2	0
14-15	Biggar - Landis	35.6	744	9.66	8	0	0	8	0.83	0	0

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
14-16	Landis - Wilkie	31.5	829	9.52	11	2	0	13	1.37	3	0
14-17	Wilkie - Unity	30.3	1,344	14.84	7	0	0	7	0.47	0	0
14-18	Unity - Salvador Grid	29.2	1,134	12.08	10	0	0	10	0.83	0	0
14-19	Salvador Grid - Alberta Border	33.8	1,007	12.42	7	2	0	9	0.72	6	0
14-00	Hwy #14 Section Not Known	0.0	0	0.00	36	0	0	36	0.00	0	0
	Subtotal - Hwy 14	**248.7**		**129.09**	**169**	**14**	**0**	**183**	**1.42**	**22**	**0**
15-02	Bredenbury - Jct Hwy 9	32.9	211	2.54	3	1	0	4	1.57	2	0
15-03	Jct Hwy 9 - Melville	22.5	600	4.93	5	0	0	5	1.01	0	0
15-04	Melville - Jct Hwy 52	58.7	511	10.95	15	1	0	16	1.46	1	0
15-05	Jct Hwy 52 - Leross	26.5	542	5.24	2	2	0	4	0.76	2	0
15-06	Leross - Raymore	51.9	572	10.82	12	3	0	15	1.39	5	0
15-07	Raymore - S Jct Hwy 20	32.7	281	3.35	7	0	0	7	2.09	0	0
15-08	Nokomis - Jct Hwy 2	31.0	214	2.42	12	0	0	12	4.95	0	0
15-09	Jct Hwy 2 - Kenaston	56.6	300	6.20	5	1	0	6	0.97	1	0
15-10	Kenaston - Jct Hwy 19	22.8	721	6.00	1	0	0	1	0.17	0	0
15-11	Jct Hwy 19 - Outlook	34.5	1,048	13.21	9	1	0	10	0.76	1	0
15-12	Outlook - Milden	27.8	974	9.89	15	0	0	15	1.52	0	0
15-13	Milden - Rosetown	36.3	570	7.55	5	1	0	6	0.79	1	0
15-00	Hwy #15 Section Not Known	0.0	0	0.00	38	0	0	38	0.00	0	0
	Subtotal - Hwy 15	**434.2**		**83.12**	**129**	**10**	**0**	**139**	**1.67**	**13**	**0**
16-11	Manitoba Border - Churchbridge	29.5	1,675	18.06	14	1	0	15	0.83	2	0
16-12	Churchbridge - Yorkton	52.7	2,684	51.60	37	5	1	43	0.83	13	1
16-13	Yorkton - Springside	22.0	2,750	22.11	3	4	0	7	0.32	6	0
16-14	Springside - Insinger	31.0	1,742	19.74	6	0	0	6	0.30	0	0
16-15	Insinger - Tuffnell	22.6	1,625	13.38	3	0	0	3	0.22	0	0
16-16	Tuffnell - Elfros	38.0	1,822	25.27	14	2	1	17	0.67	5	1
16-17	Elfros - Dafoe	49.0	2,406	43.03	30	4	0	34	0.79	7	0
16-18	Dafoe - Guernsey	41.4	2,252	34.01	22	2	0	24	0.71	2	0
16-19	Guernsey - Jct Hwy 2	44.7	2,112	34.48	21	3	1	25	0.73	16	1
16-20	Jct Hwy 2 - Saskatoon	63.5	4,042	93.67	38	5	1	44	0.47	9	1
16-23	Jct Hwy 11 - North Sask. River	41.3	5,366	80.81	37	15	0	52	0.64	19	0
16-24	North Sask. River - Radisson	19.3	4,625	32.51	48	4	1	53	1.63	7	1
16-25	Radisson - Denholm	48.4	4,943	87.34	17	4	0	21	0.24	6	0
16-26	Denholm - North Battleford	23.4	4,908	41.93	16	2	0	18	0.43	3	0
16-27	North Battleford - Bresaylor	41.5	3,217	48.69	24	4	2	30	0.62	9	3
16-28	Bresaylor - Maidstone	38.9	2,757	39.17	10	2	0	12	0.31	3	0
16-29	Maidstone - Marshall	36.8	4,483	60.15	20	9	2	31	0.52	14	2
16-30	Marshall - Lloydminster	17.4	6,346	40.39	16	7	0	23	0.57	12	0
16-00	Hwy #16 Section Not Known	0.0	0	0.00	97	3	0	100	0.00	4	0
	Subtotal - Hwy 16	**661.4**		**786.33**	**473**	**76**	**9**	**558**	**0.71**	**137**	**10**
17-03	Macklin - Alberta Border	57.0	647	13.46	2	0	0	2	0.15	0	0
17-04	Jct Hwy 14 (Alta) - Lone Rock	24.2	2,106	18.62	4	0	0	4	0.21	0	0
17-05	Alberta Border - Lloydminster	23.0	3,082	25.85	9	7	0	16	0.62	9	0
17-06	Lloydminster - Jct Hwy 3	24.7	3,655	32.94	14	4	0	18	0.55	5	0
17-07	Jct Hwy 3 - N Sask. River	10.7	1,038	4.05	4	0	0	4	0.99	0	0
17-08	N Sask. River - Onion Lake	12.7	1,376	6.36	6	0	0	6	0.94	0	0
17-00	Hwy #17 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
	Subtotal - Hwy 17	**152.3**		**101.29**	**47**	**11**	**0**	**58**	**0.57**	**14**	**0**
18-01	Manitoba Border - Carievale	19.6	618	4.42	5	2	0	7	1.59	4	0
18-02	Carievale - Jct Hwy 9	48.1	1,430	25.09	32	3	0	35	1.40	3	0
18-03	Jct Hwy 9 - Bienfait	44.1	1,595	25.68	14	3	0	17	0.66	4	0
18-04	Estevan - Torquay	38.3	591	8.25	13	3	0	16	1.94	3	0

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
18-05	Torquay - Oungre	22.8	336	2.79	9	0	0	9	3.23	0	0
18-06	Oungre - Lake Alma	29.3	287	3.06	3	0	0	3	0.98	0	0
18-07	Lake Alma - N Jct Hwy 6	28.0	206	2.10	2	0	0	2	0.95	0	0
18-08	S Jct Hwy 6 - Big Beaver	48.3	54	0.95	2	0	0	2	2.11	0	0
18-09	Big Beaver - E Jct Hwy 36	19.9	239	1.73	4	0	0	4	2.31	0	0
18-10	W Jct Hwy 36 - Rockglen	23.7	254	2.20	3	0	0	3	1.37	0	0
18-11	Rockglen - Wood Mountain	32.1	75	0.88	4	0	0	4	4.53	0	0
18-12	Wood Mountain - Jct Hwy 19	52.4	168	3.21	7	1	0	8	2.49	1	0
18-13	Jct Hwy 19 - Ponteix Grid	37.0	216	2.92	6	0	0	6	2.06	0	0
18-14	Ponteix Grid - Val Marie	35.7	101	1.31	4	0	0	4	3.05	0	0
18-15	S Jct Hwy 4 - Climax	42.2	170	2.62	4	0	0	4	1.53	0	0
18-16	Climax - Divide	65.7	214	5.12	9	2	0	11	2.15	4	0
18-17	Divide - Robsart	31.0	96	1.09	0	1	0	1	0.92	4	0
18-00	Hwy #18 Section Not Known	0.0	0	0.00	35	0	0	35	0.00	0	0
	Subtotal - Hwy 18	**617.9**		**93.41**	**156**	**15**	**0**	**171**	**1.83**	**23**	**0**
19-01	Jct Hwy 18 - Kincaid	26.3	221	2.12	6	1	0	7	3.30	2	0
19-02	Kincaid - S Jct Hwy 43	24.8	110	1.00	3	0	0	3	3.00	0	0
19-03	S Jct Hwy 43 - Jct Hwy 1	60.0	280	6.14	15	1	0	16	2.61	2	0
19-04	Chaplin - Central Butte	43.4	287	4.55	9	1	0	10	2.20	1	0
19-05	E Jct Hwy 42 - Elbow	40.6	246	3.65	7	1	0	8	2.19	1	0
19-06	Elbow - Jct Hwy 19	42.2	434	6.68	8	0	0	8	1.20	0	0
19-00	Hwy #19 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
	Subtotal - Hwy 19	**237.3**		**24.14**	**56**	**4**	**0**	**60**	**2.49**	**6**	**0**
20-01	Lumsden - Jct Hwy 22	36.6	1,338	17.85	25	8	0	33	1.85	11	0
20-02	Jct Hwy 22 - Jct Hwy 15	55.3	588	11.86	14	1	0	15	1.26	1	0
20-03	Jct Hwy 15 - W Jct Hwy 16	47.6	506	8.79	20	0	0	20	2.28	0	0
20-04	W Jct Hwy 16 - Humboldt	37.3	783	10.65	15	2	0	17	1.60	2	0
20-05	Humboldt - Pilger	33.5	652	7.98	9	1	0	10	1.25	1	0
20-06	Pilger - Crystal Springs	44.9	304	4.99	1	1	0	2	0.40	3	0
20-07	Crystal Springs - Jct Hwy 3	22.6	320	2.64	7	2	0	9	3.41	2	0
20-00	Hwy #20 Section Not Known	0.0	0	0.00	15	0	0	15	0.00	0	0
	Subtotal - Hwy 20	**277.8**		**64.76**	**106**	**15**	**0**	**121**	**1.87**	**20**	**0**
21-01	U.S. Border - Govenlock	29.5	51	0.54	0	1	0	1	1.84	1	0
21-03	Jct Hwy 13 - Cypress Hills	34.4	304	3.81	3	0	0	3	0.79	0	0
21-04	Cypress Hills - Maple Creek	27.5	565	5.67	15	1	0	16	2.82	2	0
21-05	Maple Creek - Jct Hwy 1	8.3	1,889	5.70	4	1	0	5	0.88	1	0
21-06	Jct Hwy 1 - Fox Valley	52.8	506	9.75	6	0	0	6	0.62	0	0
21-07	Fox Valley - Leader	50.1	418	7.65	4	0	0	4	0.52	0	0
21-08	Leader - Eatonia	41.1	381	5.71	19	0	0	19	3.33	0	0
21-09	Glidden - Kindersley	26.2	977	9.33	10	2	0	12	1.29	3	0
21-10	Kindersley - Jct Hwy 31	36.0	1,284	16.87	8	3	0	11	0.65	6	0
21-11	Jct Hwy 31 - Kerrobert	13.6	1,050	5.21	2	0	0	2	0.38	0	0
21-12	Kerrobert - Unity	59.3	428	9.25	10	2	0	12	1.30	8	0
21-13	Unity - E Jct Hwy 40	35.7	449	5.85	4	1	0	5	0.85	1	0
21-14	W Jct Hwy 40 - Maidstone	37.8	272	3.75	4	0	0	4	1.07	0	0
21-15	Maidstone - E Jct Hwy 3	54.1	647	12.78	7	0	0	7	0.55	0	0
21-16	Paradise Hill - Peck Lake	36.7	194	2.60	2	1	1	4	1.54	2	1
21-17	Peck Lake - Ministikwan Lake	21.3	97	0.76	1	1	0	2	2.66	2	0
21-18	Ministikwan Lake - Pierceland	43.7	214	3.41	3	2	1	6	1.76	6	1
21-19	Pierceland - Northern Pine	22.2	138	1.12	3	1	0	4	3.56	1	0
21-00	Hwy #21 Section Not Known	0.0	0	0.00	37	0	0	37	0.00	0	0
	Subtotal - Hwy 21	**630.0**		**109.77**	**142**	**16**	**2**	**160**	**1.46**	**33**	**2**

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
22-01	Man. Border - S Jct Hwy 8	13.1	125	0.60	0	0	0	0	0.00	0	0
22-02	S Jct Hwy 8 - Stockholm	40.8	1,018	15.16	23	0	0	23	1.52	0	0
22-03	N Jct Hwy 9 - Jct Hwy 47	24.6	279	2.51	9	0	0	9	3.58	0	0
22-04	Killaly - Jct Hwy 10	51.8	428	8.09	13	1	0	14	1.73	4	0
22-05	Lipton - Southey	50.9	519	9.64	7	3	0	10	1.04	4	0
22-06	Southey - Jct Hwy 20	26.6	333	3.23	3	1	0	4	1.24	4	0
22-00	Hwy #22 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
	Subtotal - Hwy 22	**207.8**		**39.23**	**67**	**5**	**0**	**72**	**1.84**	**12**	**0**
23-01	Jct Hwy 9 - Somme	31.6	191	2.20	9	0	0	9	4.08	0	0
23-02	Somme - Chelan	30.2	567	6.25	21	0	0	21	3.36	0	0
23-03	Chelan - Crooked River	37.9	449	6.21	19	0	0	19	3.06	0	0
23-04	N Jct Hwy 3 - Jct Hwy 55	63.2	634	14.63	14	0	0	14	0.96	0	0
23-00	Hwy #23 Section Not Known	0.0	0	0.00	11	0	0	11	0.00	0	0
	Subtotal - Hwy 23	**162.9**		**29.29**	**74**	**0**	**0**	**74**	**2.53**	**0**	**0**
24-01	Spiritwood - Leoville	32.2	718	8.45	9	2	0	11	1.30	2	0
24-02	Leoville - Chitek Lake	25.3	656	6.06	10	0	0	10	1.65	0	0
24-00	Hwy #24 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 24	**57.6**		**14.51**	**20**	**2**	**0**	**22**	**1.62**	**2**	**0**
25-01	Birch Hills - St. Louis	29.1	281	2.98	4	2	0	6	2.01	2	0
26-01	Jct Hwy 4 - Meota	15.5	1,218	6.87	3	0	0	3	0.44	0	0
26-02	Meota - Turtleford	54.2	961	18.99	13	1	2	16	0.84	4	2
26-03	Turtleford - N Jct Hwy 3	29.2	703	7.50	6	3	0	9	1.20	4	0
26-04	N Jct Hwy 3 - Loon Lake	47.7	526	9.15	25	1	0	26	2.84	1	0
26-05	Loon Lake - Goodsoil	52.0	374	7.11	25	0	0	25	3.52	0	0
26-00	Hwy #26 Section Not Known	0.0	0	0.00	16	0	0	16	0.00	0	0
	Subtotal - Hwy 26	**198.5**		**49.62**	**88**	**5**	**2**	**95**	**1.91**	**9**	**2**
27-01	Jct Hwy 2 - Aberdeen	34.0	566	7.02	10	1	0	11	1.57	1	0
27-00	Hwy #27 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 27	**34.0**		**7.02**	**11**	**1**	**0**	**12**	**1.71**	**1**	**0**
28-01	Lake Alma - Radville	39.8	186	2.70	10	0	0	10	3.71	0	0
28-02	Radville - Jct Hwy 13	20.1	474	3.47	10	1	0	11	3.17	2	0
28-00	Hwy #28 Section Not Known	0.0	0	0.00	12	0	0	12	0.00	0	0
	Subtotal - Hwy 28	**59.9**		**6.17**	**32**	**1**	**0**	**33**	**5.36**	**2**	**0**
29-01	Wilkie - Cloan Grid	23.1	900	7.60	8	0	0	8	1.05	0	0
29-02	Cloan Grid - Battleford	25.9	988	9.36	16	3	0	19	2.03	3	0
29-00	Hwy #29 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
	Subtotal - Hwy 29	**49.1**		**16.95**	**28**	**3**	**0**	**31**	**1.83**	**3**	**0**
30-01	S Sask. River - Eston	22.6	314	2.59	2	0	1	3	1.16	0	1
30-02	Eston - Jct Hwy 7	37.0	207	2.80	2	0	0	2	0.71	0	0
	Subtotal - Hwy 30	**59.6**		**5.39**	**4**	**0**	**1**	**5**	**0.93**	**0**	**1**
31-01	Jct Hwy 4 - Plenty	58.2	231	4.91	8	0	0	8	1.63	0	0
31-02	Plenty - S Jct Hwy 21	35.8	295	3.86	7	0	0	7	1.81	0	0
31-03	Kerrobert - Salvador	37.7	464	6.39	8	1	0	9	1.41	1	0
31-04	Salvador - Macklin	37.8	711	9.80	7	2	0	9	0.92	3	0
31-00	Hwy #31 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 31	**169.5**		**24.96**	**32**	**3**	**0**	**35**	**1.40**	**4**	**0**
32-01	Jct Hwy 1 - Success	22.9	1,271	10.63	3	2	0	5	0.47	5	0

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
32-02	Success - Cabri	33.6	793	9.74	11	2	0	13	1.33	4	0
32-03	Cabri - Lancer	38.9	413	5.87	11	0	0	11	1.87	0	0
32-04	Lancer - Leader	47.4	413	7.13	4	0	0	4	0.56	0	0
32-00	Hwy #32 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
	Subtotal - Hwy 32	**142.8**		**33.37**	**34**	**4**	**0**	**38**	**1.14**	**9**	**0**
33-01	Stoughton - Fillmore	38.2	852	11.87	19	1	0	20	1.69	2	0
33-02	Fillmore - Francis	39.1	833	11.89	28	2	1	31	2.61	4	1
33-03	Francis - Kronau	38.4	1,456	20.39	8	2	0	10	0.49	2	0
33-04	Kronau - Regina	20.3	2,184	16.18	16	0	0	16	0.99	0	0
33-00	Hwy #33 Section Not Known	0.0	0	0.00	21	0	0	21	0.00	0	0
	Subtotal - Hwy 33	**136.9**		**60.33**	**92**	**5**	**1**	**98**	**1.62**	**8**	**1**
34-01	U.S. Border - Bengough	46.4	139	2.35	4	0	0	4	1.70	0	0
34-02	Bengough - Jct Hwy 13	16.3	340	2.03	2	0	1	3	1.48	0	1
34-00	Hwy #34 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 34	**62.7**		**4.37**	**9**	**0**	**1**	**10**	**2.29**	**0**	**1**
35-01	U.S. Border - Oungre	16.2	202	1.20	2	0	0	2	1.67	0	0
35-02	Oungre - Colgate	28.5	434	4.51	6	0	0	6	1.33	0	0
35-03	Colgate - Weyburn	29.1	760	8.06	9	3	0	12	1.49	3	0
35-04	Weyburn - Francis	47.7	777	13.51	16	2	0	18	1.33	3	0
35-05	Jct Hwy 33 - Jct Hwy 48	23.2	246	2.08	3	1	0	4	1.92	1	0
35-06	Jct Hwy 48 - Qu'Appelle	24.6	246	2.21	4	1	0	5	2.26	3	0
35-07	Qu'Appelle - Jct Hwy 10	19.8	384	2.77	1	0	0	1	0.36	0	0
35-08	Fort Qu'Appelle - Lipton	15.8	1,233	7.10	6	1	0	7	0.99	1	0
35-09	Lipton - Leross	43.2	645	10.17	12	1	0	13	1.28	2	0
35-10	Leross - Elfros	50.4	484	8.91	7	2	0	9	1.01	2	0
35-11	Elfros - Wadena	23.7	785	6.78	4	2	0	6	0.88	2	0
35-12	Wadena - Jct Hwy 49	21.7	845	6.70	7	0	0	7	1.05	0	0
35-13	Jct Hwy 49 - Jct Hwy 349	46.4	624	10.57	19	4	0	23	2.18	7	0
35-14	Jct Hwy 349 - Tisdale	44.7	956	15.60	16	2	0	18	1.15	3	0
35-15	Tisdale - Jct Hwy 335	27.5	1,196	12.00	6	1	0	7	0.58	2	0
35-16	Jct Hwy 335 - Jct Hwy 55	28.2	1,539	15.82	21	2	0	23	1.45	3	0
35-17	Jct Hwy 55 - Torch River	36.2	145	1.91	2	1	0	3	1.57	1	0
35-00	Hwy #35 Section Not Known	0.0	0	0.00	43	0	0	43	0.00	0	0
	Subtotal - Hwy 35	**526.7**		**129.90**	**184**	**23**	**0**	**207**	**1.59**	**33**	**0**
36-01	U.S. Border - W Jct Hwy 18	30.3	297	3.29	8	0	0	8	2.43	0	0
36-02	W Jct Hwy 18 - W Jct Hwy 13	39.4	297	4.27	8	1	0	9	2.11	1	0
36-03	E Jct Hwy 13 - Jct Hwy 2	64.7	236	5.58	13	0	0	13	2.33	0	0
36-00	Hwy #36 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 36	**134.5**		**13.14**	**31**	**1**	**0**	**32**	**2.44**	**1**	**0**
37-01	U.S. Border - Climax	23.0	148	1.24	0	1	0	1	0.81	1	0
37-02	Climax - Shaunavon	52.1	378	7.19	20	1	0	21	2.92	1	0
37-03	Shaunavon - Gull Lake	51.5	978	18.37	23	1	0	24	1.31	1	0
37-04	Gull Lake - W Jct Hwy 332	33.3	246	2.99	5	1	0	6	2.01	1	0
37-05	E Jct Hwy 332 - Cabri	24.5	121	1.08	3	0	0	3	2.77	0	0
37-00	Hwy #37 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 37	**184.5**		**30.88**	**52**	**4**	**0**	**56**	**1.81**	**4**	**0**
38-01	Kelvington - Perigord	22.3	532	4.32	5	3	1	9	2.08	6	1
38-02	Perigord - Chelan	34.4	287	3.60	10	4	0	14	3.89	4	0
38-05	Kuroki - Kelvington	31.4	220	2.52	1	1	0	2	0.79	1	0
38-00	Hwy #38 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
	Subtotal - Hwy 38	**88.1**		**10.44**	**25**	**8**	**1**	**34**	**3.26**	**11**	**1**

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
39-01	U.S. Border - Bienfait	27.0	866	8.52	9	3	0	12	1.41	3	0
39-02	Bienfait - Estevan	9.5	4,845	16.87	11	2	0	13	0.77	3	0
39-03	Estevan - Midale	40.9	2,461	36.77	18	3	0	21	0.57	5	0
39-04	Midale - Weyburn	43.7	2,473	39.47	19	2	0	21	0.53	2	0
39-05	Weyburn - Yellow Grass	26.8	2,779	27.14	13	4	0	17	0.63	5	0
39-06	Yellow Grass - Corinne	44.6	2,539	41.35	16	7	0	23	0.56	18	0
39-07	Corinne - Pitman	34.2	977	12.19	6	0	0	6	0.49	0	0
39-08	Pitman - Jct Hwy 1	34.3	1,083	13.54	9	0	0	9	0.66	0	0
39-00	Hwy #39 Section Not Known	0.0	0	0.00	32	0	0	32	0.00	0	0
	Subtotal - Hwy 39	**261.0**		**196.84**	**133**	**21**	**0**	**154**	**0.79**	**36**	**0**
40-01	Jct Hwy 3 - Blaine Lake	56.1	1,118	22.90	14	2	0	16	0.70	5	0
40-02	Blaine Lake - Hafford	36.0	504	6.63	4	1	1	6	0.90	1	1
40-03	Hafford - North Battleford	63.9	761	17.75	15	5	0	20	1.13	9	0
40-04	Battleford - E Jct Hwy 21	57.6	1,047	22.00	26	6	1	33	1.50	6	1
40-05	E Jct Hwy 21 - Neilburg	35.5	616	7.98	11	1	0	12	1.50	1	0
40-06	Neilburg - Alberta Border	25.4	1,184	10.96	11	3	0	14	1.28	4	0
40-00	Hwy #40 Section Not Known	0.0	0	0.00	14	0	0	14	0.00	0	0
	Subtotal - Hwy 40	**274.5**		**88.21**	**95**	**18**	**2**	**115**	**1.30**	**26**	**2**
41-01	Melfort - Jct Hwy 20	56.0	1,128	23.06	16	1	1	18	0.78	5	1
41-02	Jct Hwy 20 - Wakaw	29.8	1,286	14.00	2	2	0	4	0.29	3	0
41-03	Wakaw - Aberdeen	51.3	1,699	31.80	26	0	0	26	0.82	0	0
41-04	Aberdeen - Jct Hwy 41	26.9	2,942	28.91	19	3	0	22	0.76	3	0
41-00	Hwy #41 Section Not Known	0.0	0	0.00	19	0	0	19	0.00	0	0
	Subtotal - Hwy 41	**164.0**		**97.76**	**82**	**6**	**1**	**99**	**0.91**	**11**	**1**
42-01	Tuxford - Keeler	25.0	512	4.67	2	0	0	2	0.43	0	0
42-02	Keeler - E Jct Hwy 19	42.4	339	5.24	4	1	0	5	0.96	1	0
42-03	E Jct Hwy 19 - Diefenbaker Lake	38.7	321	4.53	3	0	0	3	0.66	0	0
42-04	Diefenbaker Lake - Jct Hwy 342	37.7	192	2.64	0	0	0	0	0.00	0	0
42-05	Jct Hwy 342 - Milden	59.9	215	4.69	9	1	0	10	2.13	1	0
42-00	Hwy #42 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
	Subtotal - Hwy 42	**203.6**		**21.77**	**24**	**2**	**0**	**26**	**1.19**	**2**	**0**
43-01	Jct Hwy 2 - Gravelbourg	37.9	498	6.90	12	0	0	12	1.74	0	0
43-02	Gravelbourg - S Jct Hwy 19	29.0	426	4.50	6	1	0	7	1.56	5	0
43-03	S Jct Hwy 19 - Jct Hwy 4	59.0	248	5.34	18	0	0	18	3.37	0	0
43-00	Hwy #43 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 43	**125.9**		**16.74**	**39**	**1**	**0**	**40**	**2.39**	**5**	**0**
44-02	Davidson - Loreburn	44.0	175	2.81	5	0	0	5	1.78	0	0
44-03	N Jct Hwy 19 - Jct Hwy 45	32.3	290	3.43	5	0	1	6	1.75	0	1
44-04	Jct Hwy 45 - Dinsmore	28.3	98	1.01	6	2	0	8	7.90	3	0
44-05	Jct Hwy 42 - S Jct Hwy 4	40.4	187	2.76	4	0	0	4	1.45	0	0
44-06	S Jct Hwy 4 - Eston	54.0	346	6.82	11	0	0	11	1.61	0	0
44-07	Eston - Glidden	33.2	302	3.65	1	0	0	1	0.27	0	0
44-08	Glidden - Mantario	44.9	295	4.84	4	0	0	4	0.83	0	0
44-09	Mantario - Alsask	33.6	195	2.40	5	1	0	6	2.50	1	0
44-00	Hwy #44 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
	Subtotal - Hwy 44	**310.9**		**27.71**	**46**	**3**	**1**	**50**	**1.80**	**4**	**1**
45-01	Lucky Lake - Birsay	18.4	425	2.86	4	2	0	6	2.10	2	0
45-02	Birsay - Jct Hwy 44	18.9	458	3.16	1	0	0	1	0.32	0	0
45-03	Jct Hwy 44 - E Jct Hwy 15	27.2	557	5.53	10	0	0	10	1.81	0	0

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
45-04	W Jct Hwy 15 - Delisle	49.7	626	11.35	17	3	0	20	1.76	4	0
45-00	Hwy #45 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
	Subtotal - Hwy 45	**114.2**		**22.90**	**40**	**5**	**0**	**45**	**1.97**	**5**	**0**
46-01	Balgonie - Regina	19.7	4,060	29.24	37	5	2	44	1.50	11	2
47-01	U.S. Border - Estevan	15.3	690	3.85	14	3	0	17	4.41	4	0
47-02	Estevan - Stoughton	57.7	1,117	23.51	23	5	0	28	1.19	6	0
47-03	Stoughton - Jct Hwy 48	56.2	281	5.76	5	1	0	6	1.04	1	0
47-04	Jct Hwy 48 - W Jct Hwy 1	26.6	52	0.50	3	1	0	4	8.00	1	0
47-05	Grenfell - S Jct Hwy 22	39.9	445	6.49	15	0	0	15	2.31	0	0
47-06	S Jct Hwy 22 - Melville	22.8	903	7.52	8	1	0	9	1.20	1	0
47-07	Melville - Willowbrook	30.0	262	2.86	6	0	0	6	2.09	0	0
47-08	Willowbrook - Springside	19.1	283	1.97	0	1	0	1	0.51	2	0
47-09	Springside - Buchanan	42.2	256	3.95	3	0	0	3	0.76	0	0
47-10	Buchanan - Preeceville	33.8	272	3.35	4	1	0	5	1.49	1	0
47-00	Hwy #47 Section Not Known	0.0	0	0.00	24	0	0	24	0.00	0	0
	Subtotal - Hwy 47	**343.5**		**69.77**	**105**	**13**	**0**	**118**	**1.97**	**16**	**0**
48-01	Manitoba Border - Fairlight	19.0	168	1.16	8	1	0	9	7.73	2	0
48-02	Fairlight - S Jct Hwy 9	44.7	438	7.15	16	2	0	18	2.52	4	0
48-03	N Jct Hwy 9 - Jct Hwy 47	57.9	622	13.14	19	1	0	20	1.52	2	0
48-04	Jct Hwy 47 - Jct Hwy 35	63.3	694	16.01	17	0	0	17	1.06	0	0
48-05	Jct Hwy 35 - White City	40.4	1,532	22.59	25	2	1	28	1.24	2	1
48-00	Hwy #48 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
	Subtotal - Hwy 48	**225.3**		**60.06**	**92**	**6**	**1**	**99**	**1.65**	**10**	**1**
49-01	Manitoba Border - Pelly	25.4	415	3.85	4	0	0	4	1.04	0	0
49-02	Pelly - Stenen	33.8	680	8.37	7	1	1	9	1.08	1	1
49-03	Stenen - Okla	31.8	555	6.45	14	3	0	17	2.63	3	0
49-04	Okla - Kelvington	33.9	455	5.63	7	1	0	8	1.42	1	0
49-05	Kelvington - Jct Hwy 35	19.5	591	4.21	7	0	0	7	1.66	0	0
49-00	Hwy #49 Section Not Known	0.0	0	0.00	10	0	0	10	0.00	0	0
	Subtotal - Hwy 49	**144.4**		**28.52**	**49**	**5**	**1**	**55**	**1.93**	**5**	**1**
51-01	Biggar - Tramping Lake	62.6	424	9.69	19	3	0	22	2.27	4	0
51-02	Tramping Lake - Kerrobert	25.9	344	3.25	4	2	0	6	1.84	5	0
51-03	Kerrobert - Major	34.4	362	4.55	5	0	1	6	1.32	1	1
51-04	Major - Alberta Border	29.6	293	3.17	4	1	0	5	1.58	2	0
51-00	Hwy #51 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
	Subtotal - Hwy 51	**152.7**		**20.66**	**41**	**6**	**1**	**48**	**2.32**	**12**	**1**
52-01	Yorkton - Willowbrook	21.6	849	6.69	6	3	0	9	1.35	3	0
52-02	Willowbrook - Jct Hwy 15	49.1	340	6.09	11	4	0	15	2.46	4	0
52-00	Hwy #52 Section Not Known	0.0	0	0.00	7	0	0	7	0.00	0	0
	Subtotal - Hwy 52	**70.7**		**12.78**	**24**	**7**	**0**	**31**	**2.43**	**7**	**0**
54-01	Jct Hwy 11 - Regina Beach	17.4	1,899	12.06	17	1	0	18	1.49	6	0
55-02	Jct Hwy 9 - S of Pakwaw Lake	38.3	110	1.54	1	0	1	2	1.30	0	1
55-03	S of Pakwaw L. - W of Crack R.	29.5	247	2.66	7	0	0	7	2.63	0	0
55-04	W of Crack R Br - Jct Hwy 123	36.7	435	5.83	3	0	0	3	0.51	0	0
55-05	Jct Hwy 123 - Nipawin	28.3	1,322	13.66	17	2	0	19	1.39	3	0
55-06	Nipawin - White Fox	12.2	1,765	7.86	5	1	0	6	0.76	1	0
55-07	White Fox - Smeaton	50.4	852	15.66	27	2	0	29	1.85	4	0
55-08	Smeaton - Meath Park	36.6	852	11.38	16	1	0	17	1.49	1	0

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
55-09	Meath Park - Prince Albert	41.4	2,558	38.70	35	8	1	44	1.14	18	2
55-10	Shellbrook - Debden	49.3	1,406	25.31	24	2	0	26	1.03	3	0
55-11	Debden - Big River	38.4	979	13.73	13	1	0	14	1.02	1	0
55-12	Big River - Jct Hwy 124	48.4	322	5.68	16	1	0	19	3.35	3	0
55-13	Jct 124 - Green Lake	28.0	286	2.92	13	1	0	14	4.79	1	0
55-14	Green Lake - Meadow Lake	48.1	1,117	19.61	19	4	0	23	1.17	5	0
55-15	Meadow Lake - S Jct Hwy 26	67.4	752	18.5	23	3	0	26	1.41	4	0
55-16	Peerless - Alberta Border	52.1	831	15.80	34	1	0	35	2.21	1	0
55-00	Hwy #55 Section Not Known	0.0	0	0.00	67	1	0	68	0.00	1	0
	Subtotal - Hwy 55	**605.1**		**198.86**	**322**	**28**	**2**	**352**	**1.77**	**46**	**3**
56-01	Indian Head - Katepwa Lake	21.1	705	5.42	4	2	0	6	1.11	6	0
56-02	Katepwa Lake - Fort Qu'Appelle	20.2	601	4.42	14	4	0	18	4.07	12	0
56-03	Fort Qu'Appelle - Echo Lake	11.3	1,108	4.58	4	4	0	8	1.75	8	0
	Subtotal - Hwy 56	**52.6**		**14.43**	**22**	**10**	**0**	**32**	**2.22**	**26**	**0**
57-01	Manitoba Border - Jct Hwy 5	19.3	724	5.09	10	0	0	10	1.96	0	0
58-01	Jct Hwy 18 - Lafleche	35.6	182	2.37	7	0	0	7	2.96	0	0
58-02	Lafleche - Gravelbourg	19.7	680	4.88	9	1	0	10	2.05	1	0
58-03	Gravelbourg - Jct Hwy 363	31.8	206	2.39	5	0	0	5	2.09	0	0
58-04	Jct Hwy 363 - Jct Hwy 1	36.2	104	1.38	1	1	1	3	2.18	2	1
58-00	Hwy #58 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 58	**123.3**		**11.02**	**24**	**2**	**1**	**27**	**2.46**	**3**	**1**
60-01	Pike Lake - Saskatoon	23.9	1,372	11.97	27	3	0	30	2.51	3	0
60-00	Hwy #60 Section Not Known	0.0	0	0.00	0	1	0	1	0.00	1	0
	Subtotal - Hwy 60	**23.9**	**1,372**	**11.97**	**27**	**4**	**0**	**31**	**2.59**	**4**	**0**
80-01	Esterhazy - Churchbridge	31.4	561	6.43	12	1	0	13	2.02	1	0
80-02	Jct Hwy 16 - Jct Hwy 10	35.3	219	2.82	3	1	0	4	1.42	1	0
80-00	Hwy #80 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
	Subtotal - Hwy 80	**66.7**		**9.26**	**19**	**2**	**0**	**21**	**2.27**	**2**	**0**
99-10	Jct Hwy 6 - Craven	20.9	128	0.98	3	1	0	4	4.09	1	0
102-25	La Ronge - Sucker River	30.3	777	8.59	7	0	1	8	0.93	0	1
102-26	Sucker River - Otter Rapids	54.3	277	5.49	6	3	1	10	1.82	5	1
102-27	Otter Rapids - Island Lake Cr	52.0	165	3.13	5	1	0	6	1.92	2	0
102-28	Island Lake Cr - Waddy River Br	36.4	137	1.82	1	0	0	1	0.55	0	0
102-29	Waddy River Br - Southend	43.4	150	2.38	0	2	0	2	0.84	2	0
102-00	Hwy #102 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 102	**216.4**		**21.41**	**21**	**6**	**2**	**29**	**1.35**	**9**	**2**
106-01	Smeaton - Jct Hwy 120	67.5	349	8.61	11	1	0	12	1.39	2	0
106-02	Jct Hwy 120 - Jct Hwy 165	67.1	338	8.26	8	0	0	8	0.97	0	0
106-03	Jct Hwy 165 - Deschambault L	82.1	347	10.40	6	0	0	6	0.58	0	0
106-04	Deschambault L. - Jct Hwy 135	40.6	352	5.22	4	1	0	5	0.96	1	0
106-05	Jct Hwy 135 - Flin Flon	68.0	477	11.83	6	3	0	9	0.76	4	0
106-00	Hwy #106 Section Not Known	0.0	0	0.00	9	0	0	9	0.00	0	0
	Subtotal - Hwy 106	**326.2**		**44.33**	**44**	**5**	**0**	**49**	**1.11**	**7**	**0**
120-01	Meath Park - Candle Lake	32.3	933	11.00	10	2	0	12	1.09	2	0
120-02	Candle Lake - Lower Fishing Lake	57.8	173	3.65	3	2	0	5	1.37	3	0
120-00	Hwy #120 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 120	**90.1**		**14.65**	**14**	**4**	**0**	**18**	**1.23**	**5**	**0**

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
123-01	Jct Hwy 163 - Kennedy Creek	41.8	278	4.25	11	0	0	11	2.59	0	0
123-02	Kennedy Cr. - Cumberland House	91.4	144	4.81	8	2	0	10	2.08	5	0
123-00	Hwy #123 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
	Subtotal - Hwy 123	**133.2**		**9.06**	**23**	**2**	**0**	**25**	**2.76**	**5**	**0**
135-01	Jct Hwy 106 - Pelican Narrows	51.5	253	4.76	5	2	1	8	1.68	2	1
135-02	Pelican Narrows - Sandy Bay	70.2	98	2.51	11	0	0	11	4.38	0	0
135-00	Hwy #135 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 135	**121.8**		**7.27**	**19**	**2**	**1**	**22**	**3.03**	**2**	**1**
155-01	Green Lake - Jct Hwy 101	94.5	456	15.70	45	2	0	47	2.99	2	0
155-02	Jct Hwy 101 - Buffalo Narrows	101.2	385	14.22	16	1	0	17	1.20	1	0
155-03	Buffalo Narrows - La Loche	105.3	265	10.20	4	3	0	7	0.69	3	0
155-00	Hwy #155 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
	Subtotal - Hwy 155	**301.0**		**40.12**	**71**	**6**	**0**	**77**	**1.92**	**6**	**0**
165-01	Jct Hwy 106 - Jct Hwy 2	95.4	113	3.93	5	0	1	6	1.53	2	1
165-02	Jct Hwy 2 - Besnard Lake Rd.	55.6	170	3.45	1	1	0	2	0.58	1	0
165-03	Besnard Lake Rd - Key Lake Rd	56.0	103	2.11	3	1	0	4	1.90	2	0
165-04	Key Lake Rd - Jct Hwy 155	66.0	283	6.81	5	4	0	9	1.32	14	0
	Subtotal - Hwy 165	**273.0**		**16.30**	**14**	**6**	**1**	**21**	**1.29**	**19**	**1**
167-01	Sturgeon Weir R. - Denare Beach	29.3	38	0.38	3	0	0	3	7.90	0	0
167-02	Denare Beach - Creighton	19.7	1,514	10.89	11	4	0	15	1.38	4	0
167-00	Hwy #167 Section Not Known	0.0	0	0.00	0	1	0	1		1	0
	Subtotal - Hwy 167	**49.0**		**11.27**	**14**	**5**	**0**	**19**	**1.69**	**5**	**0**
201-01	Broadview - Jct Hwy 247	19.2	435	3.05	5	3	0	8	2.62	7	0
202-01	Tuxford - Buffalo Pound Lake	19.1	389	2.72	0	0	0	0	0.00	0	0
204-01	Battlefords Provincial Park	5.2	230	0.43	0	0	0	0	0.00	0	0
209-01	Jct Hwy 9 - Kenosee Lake	4.2	570	0.87	0	0	0	0	0.00	0	0
210-01	Fort Qu'Appelle - Echo Valley	7.2	659	1.73	4	1	0	5	2.88	1	0
210-02	Echo Valley - Jct Hwy 10	12.1	689	3.05	4	1	0	5	1.64	1	0
210-00	Hwy #210 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 210	**19.3**		**4.78**	**11**	**2**	**0**	**13**	**2.72**	**2**	**0**
211-01	Dundurn - Blackstrap Lake	7.3	496	1.32	2	1	0	3	2.28	1	0
212-01	Duck Lake - Saskatchewan River	25.5	669	6.23	6	2	0	8	1.28	4	0
219-01	Danielson Provincial Park	1.6	130	0.08	0	0	0	0	0.00	0	0
219-02	Jct Hwy 44 - Jct Hwy 15	24.3	261	2.32	4	1	0	5	2.16	1	0
219-03	Jct Hwy 15 - White Cap I.R.	38.0	606	8.42	7	2	0	9	1.07	2	0
219-04	White Cap I.R. - Saskatoon	32.5	1,334	15.82	46	1	0	47	2.97	2	0
219-00	Hwy #219 Section Not Known	0.0	0	0.00	14	1	0	15	0.00	1	0
	Subtotal - Hwy 219	**96.4**		**26.63**	**71**	**5**	**0**	**76**	**2.95**	**6**	**0**
220-01	Bulyea - Rowan's Ravine	22.5	157	1.29	4	0	0	4	3.10	0	0
221-01	Jct Hwy 21 - Cypress Hills P. P.	4.0	290	0.43	2	1	0	3	7.02	1	0
224-01	Jct Hwy 4 - Goodsoil	47.2	92	1.58	6	1	0	7	4.42	1	0
225-01	Jct Hwy 2 - Jct Hwy 312	36.7	286	3.84	4	0	0	4	1.04	0	0

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
229-01	Jct Hwy 9 - Good Spirit P.P.	16.6	255	1.54	1	0	0	1	0.65	0	0
229-02	Good Spirit P.P. - Jct Hwy 47	6.6	250	0.60	0	0	0	0	0.00	0	0
229-00	Hwy #229 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 229	**23.2**		**2.14**	**4**	**0**	**0**	**4**	**1.87**	**0**	**0**
240-01	Jct Hwy 55 - P.A. National Park	40.3	171	2.51	6	0	0	6	2.39	0	0
247-01	Jct Hwy 9 - Jct Hwy 47	49.9	257	4.67	10	2	0	12	2.57	2	0
255-01	Jct Hwy 55 - Tobin Lake	22.7	183	1.52	5	0	0	5	3.30	0	0
261-01	E.Sk. Landing P. P. - Jct Hwy 4	7.9	97	0.28	0	0	0	0	0.00	0	0
261-02	Jct Hwy 4 - W.Sk. Landing P. P.	2.5	40	0.04	0	0	0	0	0.00	0	0
	Subtotal - Hwy 261	**10.4**		**0.32**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
263-01	Jct Hwy 2 - P.A. National Park	18.1	709	4.69	11	2	0	13	2.77	4	0
264-01	Jct Hwy 2 - Prince Albert	8.0	710	2.07	1	0	0	1	0.48	0	0
265-01	Jct Hwy 20 - Candle Lake	28.8	444	4.67	6	0	0	6	1.28	0	0
265-00	Hwy #229 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 265	**28.8**	**444**	**4.67**	**7**	**0**	**0**	**7**	**1.28**	**0**	**0**
271-01	Maple Creek - Cypress Hills	43.6	173	2.76	11	0	0	11	3.98	0	0
271-02	Jct Hwy 271 - 01 - Fort Walsh	9.5	110	0.38	1	0	0	1	2.61	0	0
	Subtotal - Hwy 271	**53.2**		**3.15**	**12**	**0**	**0**	**12**	**3.82**	**0**	**0**
301-01	Jct Hwy 1 - Jct Hwy 202	21.3	163	1.27	4	2	0	6	4.74	3	0
302-01	S Sask River - Prince Albert	38.4	537	7.53	5	2	0	7	0.93	5	0
302-02	Prince Albert - 30 Km West	26.9	547	5.37	5	0	0	6	0.93	0	0
302-00	Hwy #302 Section Not Known	0.0	0	0.00	1	0	0		0.00	0	0
	Subtotal - Hwy 302	**65.3**		**12.90**	**11**	**2**	**0**	**13**	**1.01**	**5**	**0**
303-01	Turtleford - Jct Hwy 21	23.0	850	7.12	10	1	0	11	1.54	3	0
303-02	Jct Hwy 21 - Jct Hwy 16	45.6	1,105	18.39	12	4	1	17	0.92	9	1
303-00	Hwy #303 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 303	**68.6**		**25.51**	**25**	**5**	**1**	**31**	**1.21**	**12**	**1**
304-01	Jct Hwy 4 - Jct Hwy 26	48.7	710	12.61	25	3	0	28	2.22	8	0
305-01	Warman - Jct Hwy 12	6.5	1,307	3.12	2	1	0	3	0.96	2	0
305-02	Jct Hwy 12 - Langham	20.6	621	4.68	8	2	0	10	2.14	3	0
305-00	Hwy #305 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 305	**27.2**		**7.80**	**11**	**3**	**0**	**14**	**1.80**	**5**	**0**
306-01	Jct Hwy 35 - Riceton	39.0	54	0.77	1	0	0	1	1.30	0	0
306-02	Riceton - Jct Hwy 6	27.8	233	2.37	2	2	0	4	1.69	2	0
	Subtotal - Hwy 306	**66.8**		**3.14**	**3**	**2**	**0**	**5**	**1.59**	**2**	**0**
307-01	Jct Hwy 7 - Smiley	17.8	370	2.40	4	1	0	5	2.08	1	0
307-02	Smiley - Jct Hwy 21	29.3	417	4.46	2	0	0	2	0.45	0	0
307-00	Hwy #305 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 307	**47.1**		**6.86**	**7**	**1**	**0**	**8**	**1.17**	**1**	**0**
308-01	Manitoba Border - Jct Hwy 8	14.8	241	1.30	6	1	0	7	5.37	1	0
309-01	Ebenezer - Rhein	18.4	422	2.83	4	1	0	5	1.76	1	0

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11 1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
310-01	Balcarres - Ituna	43.3	388	6.13	8	0	0	8	1.30	0	0
310-03	Jct Hwy 52 - Foam Lake	50.9	166	3.07	7	0	0	7	2.28	0	0
310-04	Foam Lake - Kuroki	30.4	307	3.40	2	1	0	3	0.88	2	0
310-00	Hwy #310 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 310	**124.5**		**12.61**	**20**	**1**	**0**	**21**	**1.67**	**2**	**0**
312-01	Wakaw - Rosthern	40.9	413	6.17	7	2	0	9	1.46	2	0
312-02	Rosthern - Jct Hwy 12	37.0	602	8.11	6	0	0	6	0.74	0	0
312-00	Hwy #312 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 312	**77.9**		**14.28**	**16**	**2**	**0**	**18**	**1.26**	**2**	**0**
316-01	Clavet - Hwy 5	16.0	446	2.60	1	2	0	3	1.15	2	0
317-01	Jct Hwy 7 - S Jct Hwy 51	46.9	170	2.91	2	0	0	2	0.69	0	0
317-02	N Jct Hwy 51 - Jct Hwy 31	44.6	209	3.41	5	0	0	5	1.47	0	0
317-00	Hwy #317 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 317	**91.5**		**6.32**	**8**	**0**	**0**	**8**	**1.27**	**0**	**0**
318-01	Carnduff - Alida	27.8	410	4.15	6	0	0	6	1.44	0	0
320-01	Jct Hwy 20 - Domremy	26.3	121	1.16	1	0	0	1	0.86	0	0
321-01	Liebenthal - Alberta Border	33.2	378	4.57	8	2	0	10	2.19	2	0
322-01	Jct Hwy 20 - Jct Hwy 220	29.2	334	3.56	8	0	0	8	2.25	0	0
322-00	Hwy #322 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 317	**29.2**		**3.56**	**9**	**0**	**0**	**9**	**2.53**	**0**	**0**
324-01	Jct Hwy 378 - Mayfair	18.6	110	0.75	1	0	0	1	1.34	0	0
332-01	Jct Hwy 32 - Hazlet	43.9	222	3.56	11	1	0	12	3.37	2	0
334-01	Jct Hwy 13 - Avonlea	62.4	103	2.35	2	0	0	2	0.85	0	0
334-02	Avonlea - Corinne	33.9	402	4.96	14	1	0	15	3.02	1	0
334-00	Hwy #334 Section Not Known	0.0	0	0.00	5	0	0	6	0.00	0	0
	Subtotal - Hwy 334	**96.3**		**7.31**	**21**	**1**	**0**	**22**	**3.01**	**1**	**0**
335-01	Jct Hwy 23 - Jct Hwy 35	21.2	537	4.16	1	1	0	2	0.48	1	0
335-02	Jct Hwy 35 - Gronlid	29.4	485	5.20	3	0	0	3	0.58	0	0
335-00	Hwy #335 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 335	**50.6**		**9.36**	**5**	**1**	**0**	**6**	**0.64**	**1**	**0**
339-01	Avonlea - Jct Hwy 39	50.1	430	7.86	9	0	0	9	1.15	0	0
339-00	Hwy #339 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 339	**50.1**	**430**	**7.86**	**11**	**0**	**0**	**11**	**1.40**	**0**	**0**
340-01	Radisson - Hafford	30.6	281	3.14	2	1	0	3	0.95	1	0
342-01	Jct Hwy 42 - Beechy	11.8	215	0.93	1	0	0	1	1.08	0	0
342-02	Beechy - Clearwater Lake	43.2	152	2.40	9	1	0	10	4.17	3	0
342-03	Clearwater Lake - Jct Hwy 4	7.5	187	0.51	2	1	0	3	5.90	1	0
342-04	Jct Hwy 4 - Lacadena	31.2	171	1.95	1	0	0	1	0.51	0	0
342-05	Lacadena - Jct Hwy 44	29.7	102	1.10	3	0	0	3	2.72	0	0
342-00	Hwy #342 Section Not Known	0.0	0	0.00	8	0	0	8	0.00	0	0
	Subtotal - Hwy 342	**123.4**		**6.89**	**24**	**2**	**0**	**26**	**3.78**	**4**	**0**
343-01	Jct Hwy 4 - Simmie	32.9	128	1.54	4	0	0	4	2.60	0	0

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
349-10	Jct Hwy 38 - Archerwill	23.2	224	1.89	4	0	0	4	2.11	0	0
349-11	Jct Hwy 35 - Naicam	32.6	359	4.27	7	1	0	8	1.88	1	0
349-00	Hwy #349 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 349	**55.7**		**6.16**	**13**	**1**	**0**	**14**	**2.27**	**1**	**0**
350-01	U.S. Border - Jct Hwy 18	16.3	92	0.55	0	0	0	0	0.00	0	0
354-01	Bethune - Dilke	20.6	224	1.69	5	1	0	6	3.56	1	0
355-01	Meath Park - Spruce Home	28.0	305	3.12	1	3	0	4	1.28	4	0
355-02	Spruce Home - 11 km West	17.4	634	4.03	5	2	0	7	1.74	2	0
355-00	Hwy #355 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 355	**45.4**		**7.15**	**9**	**5**	**0**	**14**	**1.96**	**6**	**0**
357-01	Togo - Jct Hwy 8	20.4	116	0.86	7	0	0	7	8.12	0	0
358-01	Wood Mountain - Limerick	42.6	194	3.02	5	1	0	6	1.99	1	0
361-11	Manitoba Border - Jct Hwy 8	18.8	75	0.52	1	0	0	1	1.94	0	0
361-12	Jct Hwy 8 - Jct Hwy 9	47.7	87	1.51	5	1	0	6	3.97	1	0
361-13	Jct Hwy 9 - Jct Hwy 47	55.2	404	8.14	9	2	0	11	1.35	2	0
361-00	Hwy #361 Section Not Known	0.0	0	0.00	2	0	0	2	0.00	0	0
	Subtotal - Hwy 361	**121.7**		**10.17**	**17**	**3**	**0**	**20**	**1.97**	**3**	**0**
363-01	Moose Jaw - Courval	70.6	312	8.04	16	2	1	19	2.36	2	1
363-02	Courval - Hodgeville	57.5	101	2.11	5	0	0	5	2.37	0	0
363-03	Hodgeville - Jct Hwy 4	69.9	199	5.08	11	1	0	12	2.36	1	0
363-00	Hwy #363 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
	Subtotal - Hwy 363	**198.0**		**15.24**	**37**	**3**	**1**	**41**	**2.69**	**3**	**1**
364-01	Balgonie - Edgeley	37.3	516	7.02	12	2	0	14	1.99	2	0
365-01	Watrous - Plunkett	35.3	511	6.59	5	2	0	7	1.06	2	0
367-01	Eyebrow - Jct Hwy 19	23.8	195	1.69	0	1	0	1	0.59	1	0
368-01	Muenster - St. Brieux	56.5	474	9.78	8	2	0	10	1.02	2	0
368-02	St. Brieux - Beatty	33.4	460	5.60	3	2	0	5	0.89	4	0
368-00	Hwy #368 Section Not Known	0.0	0	0.00	3	0	0	3	0.00	0	0
	Subtotal - Hwy 368	**89.9**		**15.38**	**14**	**4**	**0**	**18**	**1.17**	**6**	**0**
369-01	Jct Hwy 10 - Togo	20.6	58	0.44	0	0	1	1	2.29	3	1
371-01	Fox Valley - Alberta Border	41.5	331	5.01	8	0	0	8	1.60	0	0
373-01	Jct Hwy 42 - Birsay	14.0	148	0.75	1	0	0	1	1.33	0	0
374-01	Jct Hwy 21 - Jct Hwy 14	50.0	95	1.73	3	0	0	3	1.73	0	0
376-01	Jct Hwy 14 - Arelee	29.4	160	1.72	5	1	0	6	3.48	1	0
376-02	Arelee - Sonningdale	26.1	84	0.80	2	0	0	2	2.50	0	0
376-03	Sonningdale - Maymont	21.4	187	1.46	1	1	0	2	1.37	1	0
376-04	Maymont - Jct Hwy 40	18.0	110	0.72	0	0	0	0	0.00	0	0
376-05	Jct Hwy 40 - Jct Hwy 324	25.9	48	0.45	1	0	0	1	2.23	0	0
376-00	Hwy #376 Section Not Known	0.0	0	0.00	5	0	0	5	0.00	0	0
	Subtotal - Hwy 376	**120.7**		**5.15**	**14**	**2**	**0**	**16**	**3.10**	**2**	**0**
377-01	Radville - Ceylon	22.9	297	2.48	8	0	0	8	3.23	0	0

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
378-01	Jct Hwy 4 - Rabbit Lake	67.0	291	7.12	6	2	0	8	1.12	2	0
378-02	Rabbit Lake - Spiritwood	41.6	272	4.13	18	0	0	18	4.36	0	0
378-00	Hwy #378 Section Not Known	0.0	0	0.00	6	0	0	6	0.00	0	0
	Subtotal - Hwy 378	**108.6**		**11.24**	**30**	**2**	**0**	**32**	**2.85**	**2**	**0**
379-01	McMahon - Wymark	18.4	193	1.30	0	0	0	0	0.00	0	0
381-01	MacNutt - Jct Hwy 8	24.6	78	0.70	2	0	0	2	2.86	0	0
397-01	Allan - Elstow	12.4	760	3.44	4	1	0	5	1.45	1	0
903-01	Jct Hwy 55 - N.A.D. Boundry	50.2	259	4.75	22	1	0	23	4.84	2	0
903-02	N.A.D. Boundry - Jct Hwy 965	55.3	188	3.79	5	2	0	7	1.84	2	0
903-03	Jct Hwy 965 - End	73.6	55	1.48	1	0	0	1	0.68	0	0
903-00	Hwy #903 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
	Subtotal - Hwy 903	**179.2**		**10.02**	**32**	**3**	**0**	**36**	**3.49**	**4**	**0**
904-01	Jct Hwy 224 - Jct Hwy 903	73.4	55	1.48	5	1	0	6	4.06	2	0
905-01	Jct Hwy 102 - Acc to Atwater L.	67.8	55	1.36	3	0	0	3	2.21	0	0
905-02	Atwater L. Acc - Courtney L. Acc	80.8	40	1.18	2	1	0	3	2.54	2	0
905-03	Courtney L. Acc. - to W. Lodge	89.6	55	1.80	5	0	0	5	2.78	0	0
905-04	W. Lodge Access - Henday Lake	32.7	60	0.72	1	0	0	1	1.40	0	0
905-05	Points North - Hawk Rock River	77.3	40	1.13	0	0	0	0	0.00	0	0
905-06	Hawk Rock River - Black Lake	106.7	40	1.56	0	0	0	0	0.00	0	0
905-07	Black Lake - Stony Rapids	22.2	132	1.07	6	2	1	9	8.41	5	1
905-00	Hwy #905 Section Not Known	0.0	0	0.00	4	0	0	4	0.00	0	0
	Subtotal - Hwy 905	**477.1**		**8.81**	**21**	**3**	**1**	**21**	**2.38**	**7**	**1**
907-01	Jct Hwy 165 - Burnoff Farm	35.0	58	0.74	1	0	0	1	1.35	0	0
908-01	Jct Hwy 155 - End	20.6	389	2.93	3	0	0	3	1.03	0	0
909-01	Jct Hwy 155 - Turnor Lake	30.0	220	2.41	1	1	0	2	0.83	1	0
910-01	Jct Hwy 165 - End	29.1	36	0.38	0	0	0	0	0.00	0	0
911-01	Jct Hwy 106 - Deschambault L.	29.1	150	1.59	2	0	0	2	1.26	0	0
912-01	Jct Hwy 106 - Jct Hwy 913	23.7	26	0.22	0	0	0	0	0.00	0	0
912-02	Jct Hwy 913 - Jct Hwy 165	67.2	11	0.27	0	0	0	0	0.00	0	0
912-03	Jct Hwy 165 - End	34.8	12	0.15	0	0	0	0	0.00	0	0
912-00	Hwy #912 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 913	**102.0**		**0.42**	**1**	**0**	**0**	**1**	**2.37**	**0**	**0**
913-01	Jct Hwy 120 - Jct Hwy 912	42.0	48	0.74	2	0	0	2	2.72	0	0
913-02	Jct Hwy 912 - Jct Hwy 106	24.3	32	0.28	0	0	0	0	0.00	0	0
913-00	Hwy #913 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 913	**66.3**		**1.02**	**3**	**0**	**0**	**3**	**2.94**	**0**	**0**
914-01	Jct Hwy 165 - Pinehouse Lake	50.0	106	1.93	1	2	0	3	1.55	3	0
914-02	Pinehouse Lake - Bridge (N. Abut)	25.3	40	0.37	1	0	0	1	2.71	0	0
914-03	Churchill River - Key Lake	195.3	30	2.14	0	0	0	0	0.00	0	0
	Subtotal - Hwy 914	**270.6**		**4.44**	**2**	**2**	**0**	**4**	**0.90**	**3**	**0**
915-01	Jct Hwy 102 - Stanley Mission	35.8	150	1.96	4	2	0	6	3.06	5	0
916-01	Jct Hwy 2 - Jct Hwy 921	41.4	35	0.53	0	0	0	0	0.00	0	0

2003 Traffic Collision Statistics by Highway Control Section

Figure 11.1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
916-02	Jct Hwy 921- Jct Hwy 917	48.7	45	0.80	0	0	0	0	0.00	0	0
916-03	Jct Hwy 917 - Jct Hwy 924	20.4	50	0.37	0	0	0	0	0.00	0	0
	Subtotal - Hwy 913	**110.5**		**1.70**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
917-01	Jct Hwy 916 - End	37.0	48	0.64	0	0	0	0	0.00	0	0
918-01	Jct Hwy 165 - (I.R. Bdry - End)	92.4	71	2.39	9	1	0	10	4.19	1	0
919-01	Jct Hwy 21 - Cold River	20.9	34	0.26	1	0	0	1	3.89	0	0
919-02	Cold River - SK Alta Border	54.2	52	1.04	0	0	0	0	0.00	0	0
	Subtotal - Hwy 919	**75.0**		**1.29**	**1**	**0**	**0**	**1**	**0.77**	**0**	**0**
920-03	Jct Hwy 106 - Jct Hwy 932	30.8	70	0.79	0	0	0	0	0.00	0	0
920-04	Jct Hwy 932 - Jct Hwy 933	23.9	20	0.79	0	0	0	0	0.00	0	0
		54.7		**1.58**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
922-01	Bodmin - N of Jct Hwy 940	33.3	67	0.81	4	0	0	4	4.94	0	0
922-02	N Jct Hwy 940 - Jct Hwy 916	62.4	25	0.56	0	0	0	0	0.00	0	0
	Subtotal - Hwy 922	**95.7**		**1.37**	**4**	**0**	**0**	**4**	**2.91**	**0**	**0**
923-01	Jct Hwy 922 - End	22.79	20	0.17	0	0	0	0	0.00	0	0
924-01	Jct Hwy 55 - Dore' Lake	65.3	45	1.07	1	4	0	5	4.68	5	0
925-01	Jct Hwy 155 - Dillon	58.8	148	3.17	6	1	1	8	2.52	4	1
925-02	Jct Hwy 925 - N. Lmts. of Michel	22.2	63	0.51	1	2	0	3	5.84	3	0
	Subtotal - Hwy 925	**81.0**		**3.68**	**7**	**3**	**1**	**11**	**2.99**	**7**	**1**
926-01	Jct Hwy 120 - Jct Hwy 969	78.6	31	0.90	3	0	0	3	3.33	0	0
927-01	Jct Hwy 912 - East Trout Lake	23.3	20	0.17	0	0	0	0	0.00	0	0
928-01	Jct Hwy 120 - 0.4Km SE of Park Bd.	22.8	31	0.26	0	0	0	0	0.00	0	0
930-01	Jct Hwy 2 - Jct Hwy 969	13.5	130	0.64	0	0	0	0	0.00	0	0
931-01	Jct Hwy 926 - End	6.0	10	0.02	0	0	0	0	0.00	0	0
932-01	Jct Hwy 106 - Jct Hwy 920-03	21.2	15	0.11	0	0	0	0	0.00	0	0
934-01	Jct Hwy 912 - End	12.1	10	0.04	0	0	0	0	0.00	0	0
935-01	Jct Hwy 165 - Jct Hwy 910	48.8	35	0.62	0	0	0	0	0.00	0	0
936-01	Jct Hwy 2 - End	42.3	5	0.08	0	0	0	0	0.00	0	0
937-01	Jct. Hwy 939 - End	14.7	12	0.06	1	0	0	1	16.61	0	0
939-01	Jct Hwy 916 - 47.7 Km North	47.7	18	0.31	0	1	0	1	3.21	1	0
940-01	Jct Hwy 922 - End	8.5	30	0.09	0	0	0	0	0.00	0	0
941-01	Jct Hwy 904 - S Jct Hwy 951	21.9	74	0.59	2	0	0	2	3.38	0	0
942-01	Jct Hwy 55 - 42 Km N Jct Hwy 943	59.0	32	0.69	3	0	0	3	4.35	0	0
943-01	Hwy 942 - Jct Hwy 946	31.2	30	0.34	1	0	0	1	2.93	0	0
943-02	Jct Hwy 946 - 4 Km E of Meetoos	38.5	16	0.22	0	0	0	0	0.00	0	0
	Subtotal - Hwy 943	**69.7**		**0.66**	**1**	**0**	**0**	**1**	**1.78**	**0**	**0**

Traffic Collision Statistics - Section 11

2003 Traffic Collision Statistics by Highway Control Section

Figure 11 1

Control Section	Location	Length in Kms	ADT (veh/d)	Total Travel MvKm	Collisions				Acc/ MvKm	Persons	
					Property Damage	Personal Injury	Fatal	Total		Injured	Killed
945-01	Jct Hwy 24 - Jct Hwy 943	29.0	44	0.22	1	0	0	1	4.53	0	0
946-01	23.3 Km S of Jct Hwy 943	29.8	15	0.16	0	0	0	0	0.00	0	0
950-01	Jct Hwy 224 - Jct Hwy 919	35.3	50	0.64	0	0	0	0	0.00	0	0
952-01	8.30 Km S of Jct Hwy 953	8.3	30	0.00	0	0	0	0	0.00	0	0
953-01	Jct Hwy 263 - Jct Hwy 2	32.4	240	2.84	3	1	0	4	1.41	2	0
954-01	Jct Hwy 26 - End	12.2	242	1.08	1	0	0	1	0.93	0	0
955-04	La Loche - Cluff Lake	244.9	51	4.56	5	0	0	5	1.10	0	0
956-01	Jct Hwy 155 - Alberta Border	35.4	62	0.80	2	0	0	2	2.51	0	0
962-01	Eldorado - Uranium City	12.5	150	0.68	0	0	0	0	0.00	0	0
965-05	Jct Hwy 155 - Jct Hwy 903	46.7	177	3.02	1	0	1	2	0.66	2	1
965-00	Hwy #965 Section Not Known	0.0	0	0.00	0	2	0	2	0.00	3	0
	Subtotal - Hwy 965	**46.7**	**177**	**3.02**	**1**	**2**	**1**	**4**	**1.33**	**5**	**1**
969-01	Jct Hwy 2 - Jct Hwy 930	13.1	240	1.15	2	0	0	2	1.74	0	0
969-02	Jct Hwy 930 - Jcy Hwy 165	107.8	48	1.88	2	0	0	2	1.06	0	0
	Subtotal - Hwy 969	**120.9**		**3.03**	**4**	**0**	**0**	**4**	**1.32**	**0**	**0**
980-02	83.20 Km S of Armit Jct Hwy 3	83.2	20	0.61	1	0	0	1	1.65	0	0
980-00	Hwy #980 Section Not Known	0.0	0	0.00	1	0	0	1	0.00	0	0
	Subtotal - Hwy 980	**83.2**	**20**	**0.61**	**2**	**0**	**0**	**2**	**3.29**	**0**	**0**
981-01	Jct Hwy 980 - End	29.5	5	0.05	0	0	0	0	0.00	0	0
982-01	N of Swan Plain - Jct Hwy 983	26.7	26	0.26	0	0	0	0	0.00	0	0
982-02	Jct Hwy 983 - Jct Hwy 9	30.6	28	0.31	0	0	0	0	0.00	0	0
	Subtotal - Hwy 969	**57.3**		**0.57**	**0**	**0**	**0**	**0**	**0.00**	**0**	**0**
983-02	Jct Hwy 982 - Jct Hwy 9	30.5	28	0.31	1	0	0	1	3.25	0	0
983-03	Jct Hwy 9 - Jct Hwy 984	26.3	20	0.19	0	0	0	0	0.00	0	0
	Subtotal - Hwy 983	**56.8**		**0.50**	**1**	**0**	**0**	**1**	**2.00**	**0**	**0**
984-01	9 Km S of Jct Hwy 983 - Jct Hwy 23	15.5	39	0.22	0	0	0	0	0.00	0	0
	Other*				79	13	2	94		18	3
GRAND TOTAL		**22,875**		**7,559**	**8,153**	**1,070**	**76**	**9,299**		**1,759**	**85**

* Includes industrial access roads, northern tributaries, sub-connectors, service roads and not stated control sections.

Highway Collisions by Road Classification and Severity

Figure 11 2

Highway Road Classification	Collisions				Victims	
	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Major Arterial	2,561	517	39	3,117	902	45
Minor Arterial	2,333	270	15	2,618	418	17
Collector	1,826	212	14	2,052	325	14
Local	1,323	71	8	1,402	114	9
Not Stated	110	0	0	110	0	0
TOTAL	**8,153**	**1,070**	**76**	**9,299**	**1,759**	**85**

2003 Traffic Collision Statistics
Urban communities with a population of 5,000 or more

Figure 11.3

Community	Population	Collisions				Acc/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Estevan	10,657	283	49	0	332	3.12	62	0
Humboldt	5,562	80	12	0	92	1.65	21	0
Lloydminster	9,006	241	75	0	316	3.51	96	0
Meadow Lake	6,206	98	17	1	116	1.87	26	1
Melfort	5,844	97	15	1	113	1.93	21	1
Moose Jaw	34,185	935	140	0	1,075	3.14	197	0
Nipawin	5,000	89	13	0	102	2.04	19	0
North Battleford	15,135	393	91	0	484	3.20	149	0
Prince Albert	39,693	922	161	2	1,085	2.73	222	2
Regina	184,006	6,329	1,450	8	7,787	4.23	1,898	10
Saskatoon	206,505	8,457	1,284	4	9,745	4.72	1,628	4
Swift Current	15,709	429	42	0	471	3.00	51	0
Weyburn	9,916	197	17	0	214	2.16	26	0
Yorkton	16,916	382	81	1	464	2.74	127	1
Total	**564,340**	**18,932**	**3,447**	**17**	**22,396**	**3.97**	**4,543**	**19**

Populations are based on Saskatchewan Health Services Plan statistics.

The Traffic Accident Information System (TAIS) provides each city municipal engineering department with collision data specific to their city. This data, mostly in electronic form, enables each city to do a much more detailed analysis of their collisions. Many of them, in turn, summarize and publish their own collision statistics and internal analysis.

Additional information specific to any city may be obtained by contacting their respective engineering department. A listing of contacts for each city is provided below.

Estevan	Mr. Greg Wock	(306) 634-1823
Humboldt	Mr. Rod Halyk	(306) 682-2221
Lloydminster	Mr. Russ Coulombe	(780) 871-8335
Melfort	Mr. Don Graham	(306) 752-5911
Melville	Mr. Garth Ennis	(306) 728-6865
Moose Jaw	Mr. Ryan Johnson	(306) 694-4473
North Battleford	Mr. Randy Steriloff	(306) 445-1735
Prince Albert	Mr. Robin Benoit	(306) 953-4900
Regina	Mr. Allan Duff	(306) 777-7419
Saskatoon	Mr. Don Cook	(306) 975-2642
Swift Current	Mr. Sean Lopeter	(306) 778-2777
Weyburn	Mr. Blaine Frank	(306) 848-3230
Yorkton	Mr. Jeff Humble	(306) 786-1730

Additional information is available from TAIS for any community wishing to do further analysis of the collisions in their respective areas.

2003 Pedestrian Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.4

	Collisions			Persons	
Community	Personal Injury	Fatal	Total	Injured	Killed
Estevan	2	0	2	3	0
Humboldt	0	0	0	0	0
Lloydminster	4	0	4	4	0
Meadow Lake	1	0	1	1	0
Melfort	0	1	1	1	1
Moose Jaw	14	0	14	15	0
Nipawin	3	0	3	5	0
North Battleford	11	0	11	17	0
Prince Albert	20	0	20	23	0
Regina	82	3	85	88	3
Saskatoon	102	0	102	109	0
Swift Current	3	0	3	3	0
Weyburn	2	0	2	2	0
Yorkton	7	0	7	7	0
Total	**251**	**4**	**255**	**278**	**4**

2003 Bicycle Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.5

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	0	2	0	2	2	0
Humboldt	1	0	0	1	0	0
Lloydminster	1	1	0	2	1	0
Meadow Lake	0	2	0	2	2	0
Melfort	0	0	0	0	0	0
Moose Jaw	3	8	0	11	8	0
Nipawin	0	1	0	1	1	0
North Battleford	1	7	0	8	7	0
Prince Albert	3	8	0	11	8	0
Regina	21	83	0	104	88	0
Saskatoon	33	80	0	113	80	0
Swift Current	0	4	0	4	4	0
Weyburn	0	0	0	0	0	0
Yorkton	0	2	0	2	2	0
Total	**63**	**198**	**0**	**261**	**203**	**0**

2003 Alcohol-Involved Collisions
In Urban Communities With a Population of 5,000 or More

Figure 11.6

	Collisions				Persons	
Community	Property Damage	Personal Injury	Fatal	Total	Injured	Killed
Estevan	9	2	0	11	2	0
Humboldt	0	2	0	2	2	0
Lloydminster	8	4	0	12	4	0
Meadow Lake	5	1	1	7	5	1
Melfort	3	1	0	4	2	0
Moose Jaw	28	5	0	33	9	0
Nipawin	1	1	0	2	2	0
North Battleford	14	2	0	16	3	0
Prince Albert	38	17	1	56	25	1
Regina	170	100	1	271	145	1
Saskatoon	178	81	1	260	125	1
Swift Current	4	1	0	5	1	0
Weyburn	3	1	0	4	2	0
Yorkton	8	8	0	16	11	0
Total	**469**	**226**	**4**	**699**	**338**	**4**

Traffic Collision Statistics by Intersection - Three Cities

Intersections Listed In Order Of 2003 Collision Frequency

Figure 11.7

Saskatoon	Traffic Control	Collisions 2001	Collisions 2002	Collisions 2003	Collisions/ 10 mil veh*
Warman Rd & Lenore Dr	Traffic Signals	52	77	87	59.38
Ave C & Circle Dr	Traffic Signals	71	61	69	29.38
Millar Ave & 51st St	Traffic Signals	35	44	63	50.57
Diefenbaker Dr & 22nd St	Traffic Signals	34	36	62	49.54
McKercher Dr & 8th St	Traffic Signals	33	32	56	49.60
Idylwyld Dr & 33nd St	Traffic Signals	12	31	54	33.80
Central Ave & Attridge Dr	Traffic Signals	36	33	54	46.73
Idylwyld Dr & 22nd St	Traffic Signals	45	54	50	25.64
Millar Ave & Circle Dr	Traffic Signals	45	51	49	20.87
22nd St & Confederation / Fairlight Dr	Traffic Signals	44	44	47	25.67
Preston Ave & 8th St	Traffic Signals	28	47	45	24.62
Faithfull Ave & Circle Dr	Traffic Signals	42	39	44	24.67
Preston Ave & College Dr	Traffic Signals	22	38	43	27.82
Ave P & 22nd St	Traffic Signals	37	34	43	24.95
Warman / 3rd Ave & 33rd St	Traffic Signals	34	25	41	33.70
Regina					
Albert St & Saskatchewan Dr	Traffic Signals	55	63	65	36.05
Victoria Ave & Fleet St & University Pk Dr	Traffic Signals	43	38	47	25.96
Dewdney Ave & Lewvan Dr	Traffic Signals	50	45	45	26.63
Pasqua St & Ring Rd	Traffic Signals	23	35	43	26.41
4th Ave & Lewvan Dr	Traffic Signals	36	39	43	27.27
Arcola Ave E & University Pk Dr	Traffic Signals	18	38	41	32.28
Prince of Wales Dr & Victoria Ave	Traffic Signals	25	25	40	36.90
9th Ave N & McCarthy Blvd	Traffic Signals	14	27	40	39.00
Arcola Ave & Victoria Ave	Traffic Signals	30	35	37	24.66
Broad St & Saskatchewan Dr	Traffic Signals	21	31	36	17.77
Rochdale Blvd & Pasqua St	Traffic Signals	16	27	35	48.19
Albert St & Parliament Ave	Traffic Signals	26	29	33	23.36
Saskatchewan Dr & Winnipeg St	Traffic Signals	26	27	30	30.11
Alberta St & Victoria Ave	Traffic Signals	21	25	29	18.61
Park St & Victoria Ave E	Traffic Signals	29	29	28	17.32
Prince Albert					
2nd Ave W & 15th St	Traffic Signals	25	26	36	27.40
2 Ave W & Marquis Rd	Traffic Signals	11	16	26	27.19
6th Ave E & 15th St	Traffic Signals	9	18	24	21.77
2nd Ave W & 28th St	Traffic Signals	16	10	16	14.33
6th Ave E & 28th St	Traffic Signals	5	8	14	14.47
Central Ave & 15th St	Traffic Signals	5	8	11	20.09
2nd Ave W & 32nd St	Traffic Signals	4	9	11	13.95
6th Ave E & Marquis Rd	Traffic Signals	11	7	10	16.12
1st Ave W & 28th St	Stop S on 1 Ave	8	4	10	18.26
Central Ave & 28th St	Traffic Signals	3	9	9	15.41
2nd Ave W & 16th St	Stop S on 16th	3	8	9	10.06
15th Ave E & 28th St	Traffic Signals	0	2	9	28.02
1st Ave W & 15th St	Traffic Signals	5	4	9	10.38
Central Ave & 22nd St	4-Way Stop	2	4	8	39.85
9th Ave W & 15th St	Trafic Signals	4	2	8	21.49

* Collisions per 10 million vehicles travelling through the location

2003 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Aberdeen	716	4	0	0	4	0.56	0	0
Air Ronge	1,562	10	3	0	13	0.83	3	0
Alameda	357	1	0	0	1	0.28	0	0
Allan	797	4	0	0	4	0.50	0	0
Annaheim	274	1	0	0	1	0.36	0	0
Arborfield	437	2	1	0	3	0.69	2	0
Archerwill	332	4	0	0	4	1.20	0	0
Arcola	573	12	0	0	12	2.09	0	0
Asquith	773	3	0	0	3	0.39	0	0
Assiniboia	2,710	64	9	0	73	2.69	10	0
Avonlea	455	0	0	0	0	0.00	0	0
Balcarres	616	8	2	0	10	1.62	3	0
Balgonie	1,569	12	3	0	15	0.96	6	0
Battleford	4,086	40	5	1	46	1.13	7	1
Beauval	1,052	4	2	0	6	0.57	2	0
Beechy	332	5	1	0	6	1.81	1	0
Bengough	459	5	0	0	5	1.09	0	0
Bethune	439	1	0	0	1	0.23	0	0
Bienfait	986	5	0	0	5	0.51	0	0
Big River	1,113	14	1	0	15	1.35	1	0
Biggar	2,435	47	3	0	50	2.05	3	0
Birch Hills	1,180	7	0	0	7	0.59	0	0
Bjorkdale	313	0	0	0	0	0.00	0	0
Blaine Lake	560	3	3	0	6	1.07	7	0
Borden	389	2	0	0	2	0.51	0	0
Bredenbury	429	3	1	0	4	0.93	3	0
Broadview	640	7	1	0	8	1.25	1	0
Bruno	635	10	0	0	10	1.57	0	0
Buena Vista	454	3	0	0	3	0.66	0	0
Buffalo Narrows	1,326	8	4	0	12	0.90	7	0
Bushell Park	267	0	0	1	1	0.37	2	1
Burstall	410	1	0	0	1	0.24	0	0
Cabri	549	4	2	0	6	1.09	2	0
Candle Lake	543	7	0	0	7	1.29	0	0
Canoe Narrows	736	2	0	0	2	0.27	0	0
Canora	2,470	23	4	0	27	1.09	4	0
Canwood	492	2	0	0	2	0.41	0	0
Carievale	286	2	0	0	2	0.70	0	0
Carlyle	1,410	41	2	1	44	3.12	3	1
Carnduff	1,077	23	0	0	23	2.14	0	0
Caronport	1,219	5	1	0	6	0.49	2	0
Carrot River	1,277	16	2	0	18	1.41	2	0
Central Butte	498	1	0	0	1	0.20	0	0
Chaplin	327	0	0	0	0	0.00	0	0
Choiceland	450	3	0	0	3	0.67	0	0
Churchbridge	826	5	3	0	8	0.97	6	0
Clavet	642	2	2	0	4	0.62	5	0
Cochin	264	3	2	0	5	1.89	3	0
Codette	300	3	0	0	3	1.00	0	0
Coleville	308	5	0	0	5	1.62	0	0
Colonsay	511	3	1	0	4	0.78	2	0
Coronach	837	3	0	0	3	0.36	0	0
Craik	507	2	0	0	2	0.39	0	0

2003 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Craven	645	2	0	0	2	0.31	0	0
Creighton	1,758	12	1	0	13	0.74	1	0
Cudworth	835	6	0	0	6	0.72	0	0
Cumberland House	1,237	6	0	0	6	0.49	0	0
Cupar	663	4	1	0	5	0.75	4	0
Cut Knife	570	6	0	0	6	1.05	0	0
Dalmeny	1,761	7	1	0	8	0.45	1	0
Davidson	1,128	15	1	0	16	1.42	1	0
Debden	526	7	0	0	7	1.33	0	0
Delisle	1,209	5	1	0	6	0.50	1	0
Denare Beach	746	1	1	0	2	0.27	1	0
Deschambault Lake	649	1	0	0	1	0.15	0	0
Dillon	361	6	0	0	6	1.66	0	0
Dinsmore	257	1	1	0	2	0.78	1	0
Drake	281	2	0	0	2	0.71	0	0
Duck Lake	475	11	2	0	13	2.74	2	0
Dundurn	1,078	4	0	0	4	0.37	0	0
Dysart	286	3	0	0	3	1.05	0	0
Earl Grey	327	3	0	0	3	0.92	0	0
Eastend	641	6	0	0	6	0.94	0	0
Eatonia	590	4	0	0	4	0.68	0	0
Edam	471	5	0	0	5	1.06	0	0
Edenwold	304	1	0	0	1	0.33	0	0
Elbow	337	1	0	0	1	0.30	0	0
Elrose	574	6	0	0	6	1.05	0	0
Englefeld	289	1	0	0	1	0.35	0	0
Esterhazy	2,675	50	2	0	52	1.94	3	0
Eston	1,082	16	0	0	16	1.48	0	0
Fillmore	283	4	0	0	4	1.41	0	0
Flin Flon	319	11	0	0	11	3.45	0	0
Foam Lake	1,254	12	1	0	13	1.04	1	0
Fond Du Lac	613	3	1	0	4	0.65	2	0
Fort Qu'Appelle	2,331	51	10	0	61	2.62	15	0
Fox Valley	388	10	0	0	10	2.58	0	0
Frontier	446	2	0	0	2	0.45	0	0
Gainsborough	290	6	0	0	6	2.07	0	0
Glaslyn	435	2	0	0	2	0.46	0	0
Glenavon	251	5	0	0	5	1.99	0	0
Goodsoil	415	2	0	0	2	0.48	0	0
Govan	331	2	0	0	2	0.60	0	0
Gravelbourg	1,286	30	3	0	33	2.57	3	0
Grayson	250	0	1	0	1	0.40	1	0
Green Lake	611	3	1	0	4	0.65	2	0
Grenfell	1,094	12	1	0	13	1.19	1	0
Gull Lake	1,170	9	0	0	9	0.77	0	0
Hafford	476	0	0	0	0	0.00	0	0
Hague	1,069	11	0	0	11	1.03	0	0
Hanley	581	3	0	0	3	0.52	0	0
Harris	263	2	0	0	2	0.76	0	0
Hepburn	656	1	0	0	1	0.15	0	0
Herbert	812	6	0	0	6	0.74	0	0
Hodgeville	271	1	0	0	1	0.37	0	0
Hudson Bay	2,264	33	11	0	44	1.94	14	0
Ile A La Crosse	1,574	8	2	0	10	0.64	2	0

2003 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Imperial	374	1	0	0	1	0.27	0	0
Indian Head	1,916	33	5	0	38	1.98	10	0
Invermay	308	0	0	0	0	0.00	0	0
Ituna	779	4	1	0	5	0.64	2	0
Kamsack	1,954	31	2	0	33	1.69	4	0
Kelliher	371	8	0	0	8	2.16	0	0
Kelvington	1,074	13	1	0	14	1.30	1	0
Kenaston	391	1	0	0	1	0.26	0	0
Kennedy	283	1	0	0	1	0.35	0	0
Kenosee Lake	310	6	0	0	6	1.94	0	0
Kerrobert	1,117	15	0	1	16	1.43	1	1
Kindersley	4,736	108	13	0	121	2.55	20	0
Kinistino	706	6	1	0	7	0.99	1	0
Kipling	1,076	15	0	0	15	1.39	0	0
Kyle	507	5	0	0	5	0.99	0	0
La Loche	2,882	17	3	0	20	0.69	5	0
La Ronge	4,458	46	3	1	50	1.12	3	1
Lafleche	489	6	1	0	7	1.43	1	0
Laird	266	1	0	0	1	0.38	0	0
Lake Lenore	388	5	1	0	6	1.55	1	0
Lampman	719	6	0	0	6	0.83	0	0
Langenburg	1,134	18	5	0	23	2.03	6	0
Langham	1,385	6	1	0	7	0.51	1	0
Lanigan	1,411	7	1	0	8	0.57	1	0
Lashburn	1,019	4	0	0	4	0.39	0	0
Leader	943	14	0	0	14	1.48	0	0
Leask	430	3	0	0	3	0.70	0	0
Lebret	326	3	0	0	3	0.92	0	0
Lemberg	346	1	0	0	1	0.29	0	0
Leoville	408	3	1	0	4	0.98	1	0
Leroy	458	1	0	0	1	0.22	0	0
Lipton	386	4	1	0	5	1.30	1	0
Loon Lake	401	6	0	0	6	1.50	0	0
Lucky Lake	395	7	1	0	8	2.03	1	0
Lumsden	2,001	16	4	0	20	1.00	7	0
Luseland	640	11	0	0	11	1.72	0	0
Macklin	1,426	12	1	0	13	0.91	1	0
Maidstone	1,190	10	3	0	13	1.09	4	0
Mankota	302	3	0	0	3	0.99	0	0
Manor	333	1	2	0	3	0.90	2	0
Maple Creek	2,601	47	2	0	49	1.88	2	0
Marsden	342	1	1	0	2	0.58	1	0
Marshall	790	5	0	0	5	0.63	0	0
Martensville	4,809	40	5	0	45	0.94	8	0
Maryfield	369	3	0	0	3	0.81	0	0
McLean	346	2	0	0	2	0.58	0	0
Meath Park	352	0	2	0	2	0.57	2	0
Melville	4,629	78	8	0	86	1.86	9	0
Meota	459	4	0	0	4	0.87	0	0
Midale	612	7	0	0	7	1.14	0	0
Middle Lake	366	2	0	0	2	0.55	0	0
Milestone	628	3	1	0	4	0.64	2	0
Montmartre	495	2	1	0	3	0.61	1	0
Moosomin	2,535	52	3	0	55	2.17	5	0

2003 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
Morse	275	2	0	0	2	0.73	0	0
Mortlach	351	1	1	0	2	0.57	1	0
Mossbank	416	3	0	0	3	0.72	0	0
Muenster	441	2	0	0	2	0.45	0	0
Naicam	864	9	1	0	10	1.16	1	0
Neilburg	503	4	0	0	4	0.80	0	0
Neudorf	312	0	0	0	0	0.00	0	0
Nokomis	458	4	0	0	4	0.87	0	0
Norquay	590	5	0	0	5	0.85	0	0
Odessa	280	2	1	0	3	1.07	1	0
Ogema	375	8	1	0	9	2.40	1	0
Osler	1,113	3	0	0	3	0.27	0	0
Outlook	2,370	43	2	0	45	1.90	3	0
Oxbow	1,259	19	0	0	19	1.51	0	0
Pangman	276	3	0	0	3	1.09	0	0
Paradise Hill	608	7	0	0	7	1.15	0	0
Patuanak	280	3	0	0	3	1.07	0	0
Pelican Narrows	1,500	9	2	0	11	0.73	2	0
Pelly	356	5	1	0	6	1.69	2	0
Pense	557	1	0	0	1	0.18	0	0
Perdue	495	0	2	0	2	0.40	2	0
Pierceland	638	5	0	0	5	0.78	0	0
Pilot Butte	2,124	11	2	0	13	0.61	2	0
Pinehouse Lake	1,059	3	1	0	4	0.38	2	0
Ponteix	616	7	0	0	7	1.14	0	0
Porcupine Plain	983	10	0	0	10	1.02	0	0
Preeceville	1,254	15	3	0	18	1.44	3	0
Qu'Appelle	765	4	0	0	4	0.52	0	0
Quill Lake	578	8	1	0	9	1.56	1	0
Radisson	471	2	1	0	3	0.64	3	0
Radville	778	14	0	0	14	1.80	0	0
Raymore	690	13	0	0	13	1.88	0	0
Redvers	989	15	0	0	15	1.52	0	0
Regina Beach	1,214	22	2	0	24	1.98	2	0
Rocanville	997	9	1	0	10	1.00	1	0
Rockglen	494	6	0	0	6	1.21	0	0
Rose Valley	437	3	0	0	3	0.69	0	0
Rosetown	2,644	35	4	0	39	1.48	5	0
Rosthern	1,570	20	2	0	22	1.40	2	0
Rouleau	494	1	0	0	1	0.20	0	0
Saltcoats	586	8	0	0	8	1.37	0	0
Sandy Bay	1,102	6	0	0	6	0.54	0	0
Sedley	367	4	0	0	4	1.09	0	0
Semans	265	2	0	0	2	0.75	0	0
Shaunavon	1,993	24	0	0	24	1.20	0	0
Shell Lake	343	2	0	0	2	0.58	0	0
Shellbrook	1,563	20	0	0	20	1.28	0	0
Silton	394	1	0	0	1	0.25	0	0
Southend	465	1	1	0	2	0.43	1	0
Southey	921	7	0	0	7	0.76	0	0
Spalding	299	1	0	0	1	0.33	0	0
Spiritwood	1,151	10	1	0	11	0.96	1	0
Springside	586	3	0	0	3	0.51	0	0
St Brieux	560	8	0	0	8	1.43	0	0

2003 Traffic Collision Statistics

Figure 11.8

Urban communities with a population between 250 and 5,000

Community	Population	Collisions				Coll/ 100 pop	Persons	
		Property Damage	Personal Injury	Fatal	Total		Injured	Killed
St Louis	545	1	1	0	2	0.37	2	0
St Walburg	795	7	1	0	8	1.01	1	0
Stanley Mission	646	1	0	0	1	0.15	0	0
Star City	543	2	0	0	2	0.37	0	0
Stockholm	381	2	0	0	2	0.52	0	0
Stony Rapids	949	1	1	0	2	0.21	1	0
Stoughton	752	5	1	0	6	0.80	2	0
Strasbourg	867	8	0	0	8	0.92	0	0
Sturgis	719	1	0	0	1	0.14	0	0
Theodore	430	2	1	0	3	0.70	1	0
Timber Bay	678	0	0	0	0	0.00	0	0
Tisdale	3,529	64	4	0	68	1.93	4	0
Tompkins	264	0	0	0	0	0.00	0	0
Torquay	251	0	0	0	0	0.00	0	0
Turnor Lake	450	1	0	0	1	0.22	0	0
Turtleford	597	8	0	0	8	1.34	0	0
Unity	2,387	38	3	0	41	1.72	3	0
Vanscoy	632	1	0	0	1	0.16	0	0
Vibank	472	2	0	0	2	0.42	0	0
Viscount	320	1	0	0	1	0.31	0	0
Vonda	356	2	0	0	2	0.56	0	0
Wadena	1,460	19	1	0	20	1.37	1	0
Wakaw	1,015	8	0	0	8	0.79	0	0
Waldeck	370	1	0	0	1	0.27	0	0
Waldheim	1,030	6	0	0	6	0.58	0	0
Wapella	404	3	0	0	3	0.74	0	0
Warman	4,081	39	3	0	42	1.03	3	0
Watrous	2,070	32	2	0	34	1.64	3	0
Watson	873	14	0	0	14	1.60	0	0
Wawota	613	9	2	0	11	1.79	2	0
Weldon	261	1	0	0	1	0.38	0	0
White City	1,424	9	0	0	9	0.63	0	0
White Fox	549	6	0	0	6	1.09	0	0
Whitewood	991	13	4	0	17	1.72	4	0
Wilcox	351	2	0	0	2	0.57	0	0
Wilkie	1,394	15	2	0	17	1.22	2	0
Willow Bunch	407	1	0	0	1	0.25	0	0
Windthorst	290	2	0	0	2	0.69	0	0
Wollaston Lake	909	2	0	0	2	0.22	0	0
Wolseley	843	10	2	0	12	1.42	2	0
Wynyard	2,119	29	2	0	31	1.46	2	0
Yellow Grass	431	4	0	0	4	0.93	0	0
Young	356	2	0	0	2	0.56	0	0
Zenon Park	269	0	0	0	0	0.00	0	0
Total	**227,206**	**2,377**	**234**	**5**	**2,616**	**1.15**	**316**	**5**

Summary of Urban Collisions

Communities under 250	26,397	150	12	0	162	0.61	17	0
Communities 250 to 5,000	226,691	2,377	234	5	2,616	1.15	316	5
Communities over 5,000	564,340	18,932	3,447	16	22,395	3.97	4,543	19
Total - All Communities	**817,428**	**21,459**	**3,693**	**21**	**25,173**	**3.08**	**4,876**	**24**

Populations are based on Saskatchewan Health Services Plan statistics.

2003 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
001	Argyle	240	4.26	22	1	0	23	5.41	9.58	1	0
002	Mount Pleasant	343	7.74	12	2	0	14	1.81	4.08	7	0
003	Enniskillen	425	6.99	15	1	0	16	2.29	3.76	1	0
004	Coalfields	303	6.72	5	3	0	8	1.19	2.64	9	0
005	Estevan	688	7.63	29	5	0	34	4.46	4.94	6	0
006	Cambria	234	3.39	1	0	0	1	0.29	0.43	0	0
007	Souris Valley	340	4.16	6	0	2	8	1.92	2.35	1	2
008	Lake Alma	270	3.40	1	0	0	1	0.29	0.37	0	0
009	Surprise Valley	185	4.03	2	0	0	2	0.50	1.08	0	0
010	Happy Valley	204	1.21	3	0	0	3	2.47	1.47	0	0
011	Hart Butte	252	6.19	13	1	0	14	2.26	5.56	1	0
012	Poplar Valley	240	3.49	3	1	0	4	1.15	1.67	1	0
017	Val Marie	458	5.57	8	0	0	8	1.44	1.75	0	0
018	Lone Tree	156	2.36	3	1	0	4	1.69	2.56	1	0
019	Frontier	267	3.80	6	1	0	7	1.84	2.62	1	0
031	Storthoaks	366	4.66	17	1	0	18	3.86	4.92	1	0
032	Reciprocity	345	8.02	14	1	0	15	1.87	4.35	1	0
033	Moose Creek	330	6.44	10	2	0	12	1.86	3.64	3	0
034	Browning	448	11.61	18	4	0	22	1.90	4.91	6	0
035	Benson	313	8.02	6	2	0	8	1.00	2.56	2	0
036	Cymri	379	14.93	22	3	0	25	1.67	6.60	4	0
037	Lomond	261	8.16	17	2	0	19	2.33	7.28	2	0
038	Laurier	350	6.00	12	2	0	14	2.33	4.00	2	0
039	The Gap	224	3.67	6	0	0	6	1.64	2.68	0	0
040	Bengough	292	6.44	15	1	0	16	2.49	5.48	3	0
042	Willow Bunch	445	5.33	20	0	0	20	3.75	4.49	0	0
043	Old Post	359	5.38	8	1	0	9	1.67	2.51	1	0
044	Waverley	304	5.04	14	0	0	14	2.78	4.61	0	0
045	Mankota	442	4.54	12	2	1	15	3.30	3.39	5	1
046	Glen McPherson	116	1.73	2	0	0	2	1.16	1.72	0	0
049	White Valley	489	10.64	17	2	0	19	1.78	3.89	2	0
051	Reno	369	5.87	9	0	0	9	1.53	2.44	0	0
061	Antler	504	8.97	23	2	0	25	2.79	4.96	2	0
063	Moose Mountain	443	7.97	23	1	1	25	3.13	5.64	2	1
064	Brock	265	8.65	20	4	0	24	2.78	9.06	8	0
065	Tecumseh	297	5.94	15	1	0	16	2.69	5.39	1	0
066	Griffin	345	7.85	6	1	1	8	1.02	2.32	2	1
067	Weyburn	620	7.63	16	2	0	18	2.36	2.90	2	0
068	Brokenshell	284	3.46	2	0	0	2	0.58	0.70	0	0
069	Norton	231	4.11	4	1	0	5	1.22	2.16	4	0
070	Key West	358	5.95	9	2	0	11	1.85	3.07	2	0
071	Excel	551	5.28	9	0	0	9	1.70	1.63	0	0
072	Lake of Rivers	281	6.61	7	6	0	13	1.97	4.63	8	0
073	Stonehenge	451	6.14	11	2	0	13	2.12	2.88	3	0
074	Wood River	312	4.62	13	0	0	13	2.82	4.17	0	0
075	Pinto Creek	205	4.26	7	1	0	8	1.88	3.90	1	0
076	Auvergne	322	5.14	14	2	0	16	3.11	4.97	3	0
077	Wise Creek	233	2.88	7	0	0	7	2.43	3.00	0	0

2003 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
078	Grassy Creek	272	3.79	12	3	0	15	3.96	5.51	6	0
079	Arlington	298	5.28	9	1	0	10	1.89	3.36	1	0
091	Maryfield	360	5.32	11	1	0	12	2.25	3.33	1	0
092	Walpole	382	7.57	9	0	0	9	1.19	2.36	0	0
093	Wawken	411	6.25	14	0	0	14	2.24	3.41	0	0
094	Hazelwood	288	8.10	10	1	0	11	1.36	3.82	1	0
095	Golden West	367	7.39	8	3	0	11	1.49	3.00	7	0
096	Fillmore	257	7.91	11	1	0	12	1.52	4.67	2	0
097	Wellington	316	4.36	6	1	0	7	1.61	2.22	1	0
098	Scott	209	4.59	2	0	0	2	0.44	0.96	0	0
099	Caledonia	285	3.65	5	2	0	7	1.92	2.46	2	0
100	Elmsthorpe	277	5.01	2	0	0	2	0.40	0.72	0	0
101	Terrell	255	3.81	8	2	0	10	2.62	3.92	4	0
102	Lake Johnston	157	3.24	2	1	0	3	0.93	1.91	1	0
103	Sutton	276	5.68	7	3	0	10	1.76	3.62	10	0
104	Gravelbourg	354	4.16	15	1	0	16	3.84	4.52	1	0
105	Glen Bain	296	3.49	3	2	0	5	1.43	1.69	2	0
106	Whiska Creek	426	4.07	12	0	0	12	2.95	2.82	0	0
107	Lac Pelletier	371	4.59	7	1	0	8	1.74	2.16	1	0
108	Bone Creek	370	5.45	7	0	0	7	1.28	1.89	0	0
109	Carmichael	482	5.00	6	1	0	7	1.40	1.45	1	0
110	Piapot	294	7.69	11	0	0	11	1.43	3.74	0	0
111	Maple Creek	867	13.89	24	3	0	27	1.94	3.11	4	0
121	Moosomin	408	7.58	15	1	0	16	2.11	3.92	1	0
122	Martin	286	8.21	8	3	0	11	1.34	3.85	3	0
123	Silverwood	517	8.65	10	1	0	11	1.27	2.13	4	0
124	Kingsley	424	9.43	16	2	0	18	1.91	4.25	2	0
125	Chester	407	6.41	18	4	0	22	3.43	5.41	7	0
126	Montmartre	463	9.51	15	4	0	19	2.00	4.10	5	0
127	Francis	654	9.15	26	2	0	28	3.06	4.28	6	0
128	Lajord	1,010	7.20	9	0	0	9	1.25	0.89	0	0
129	Bratt's Lake	158	5.85	9	2	0	11	1.88	6.96	3	0
130	Redburn	217	5.92	6	0	0	6	1.01	2.76	0	0
131	Baildon	400	5.89	10	0	0	10	1.70	2.50	0	0
132	Hillsborough	59	0.89	0	0	0	0	0.00	0.00	0	0
133	Rodgers	128	2.75	7	2	0	9	3.28	7.03	3	0
134	Shamrock	216	3.21	3	0	0	3	0.93	1.39	0	0
135	Lawtonia	333	3.91	4	0	0	4	1.02	1.20	0	0
136	Coulee	369	4.40	9	1	0	10	2.27	2.71	1	0
137	Swift Current	1,232	11.46	22	2	0	24	2.09	1.95	2	0
138	Webb	374	7.34	15	2	0	17	2.32	4.55	3	0
139	Gull Lake	204	5.43	10	0	0	10	1.84	4.90	0	0
141	Big Stick	167	3.39	7	1	0	8	2.36	4.79	1	0
142	Enterprise	190	7.27	7	2	0	9	1.24	4.74	2	0
151	Rocanville	488	7.39	27	1	0	28	3.79	5.74	1	0
152	Spy Hill	376	5.82	24	2	0	26	4.47	6.91	2	0
153	Willowdale	278	5.69	8	1	0	9	1.58	3.24	2	0
154	Elcapo	528	8.91	27	5	0	32	3.59	6.06	5	0

2003 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
155	Wolseley	436	7.86	11	3	1	15	1.91	3.44	6	1
156	Indian Head	285	8.01	8	1	0	9	1.12	3.16	1	0
157	South Qu'Appelle	797	6.83	17	1	0	18	2.63	2.26	1	0
158	Edenwold	2,561	16.52	31	7	2	40	2.42	1.56	10	2
159	Sherwood	369	35.21	82	22	1	105	2.98	28.46	36	1
160	Pense	424	10.41	6	5	0	11	1.06	2.59	6	0
161	Moose Jaw	456	9.64	20	5	0	25	2.59	5.48	9	0
162	Caron	434	4.36	9	1	0	10	2.29	2.30	1	0
163	Wheatlands	169	4.23	7	1	0	8	1.89	4.73	1	0
164	Chaplin	126	3.04	7	0	0	7	2.30	5.56	0	0
165	Morse	434	8.28	11	2	0	13	1.57	3.00	3	0
166	Excelsior	780	9.25	11	3	0	14	1.51	1.79	6	0
167	Saskatchewan Landing	402	4.80	10	1	0	11	2.29	2.74	1	0
168	Riverside	465	10.77	6	5	0	11	1.02	2.37	9	0
169	Pittville	230	5.19	13	3	0	16	3.08	6.96	5	0
171	Fox Valley	343	6.17	8	1	0	9	1.46	2.62	1	0
181	Langenburg	642	7.72	13	0	0	13	1.68	2.02	0	0
183	Fertile Belt	772	10.32	22	1	0	23	2.23	2.98	1	0
184	Grayson	491	7.37	17	4	0	21	2.85	4.28	7	0
185	McLeod	527	8.47	9	3	0	12	1.42	2.28	3	0
186	Abernethy	357	7.18	12	2	0	14	1.95	3.92	5	0
187	North Qu'Appelle	431	8.83	15	5	0	20	2.27	4.64	10	0
189	Lumsden	735	12.36	27	7	1	35	2.83	4.76	16	1
190	Dufferin	471	5.58	14	2	0	16	2.87	3.40	4	0
191	Marquis	255	4.30	3	3	0	6	1.39	2.35	4	0
193	Eyebrow	199	4.66	2	1	0	3	0.64	1.51	2	0
194	Enfield	319	5.85	13	1	0	14	2.39	4.39	2	0
211	Churchbridge	667	6.60	14	1	0	15	2.27	2.25	1	0
213	Saltcoats	624	7.53	22	4	0	26	3.45	4.17	5	0
214	Cana	821	5.73	9	4	0	13	2.27	1.58	6	0
215	Stanley	515	7.78	11	4	1	16	2.06	3.11	5	1
216	Tullymet	266	3.93	3	1	0	4	1.02	1.50	1	0
217	Lipton	353	5.98	6	2	0	8	1.34	2.27	4	0
218	Cupar	480	7.70	3	1	1	5	0.65	1.04	1	1
219	Longlaketon	734	10.74	21	4	0	25	2.33	3.41	4	0
220	McKillop	377	7.10	16	4	0	20	2.82	5.31	10	0
221	Sarnia	255	6.94	8	0	1	9	1.30	3.53	0	1
222	Craik	276	6.84	11	2	0	13	1.90	4.71	3	0
223	Huron	212	3.64	3	0	0	3	0.82	1.42	0	0
224	Maple Bush	160	4.30	6	0	0	6	1.39	3.75	0	0
225	Canaan	154	3.91	5	0	0	5	1.28	3.25	0	0
226	Victory	435	4.43	19	1	0	20	4.52	4.60	1	0
228	Lacadena	638	8.38	18	2	0	20	2.39	3.13	4	0
229	Miry Creek	410	7.30	20	3	0	23	3.15	5.61	3	0
230	Clinworth	224	5.76	12	2	0	14	2.43	6.25	3	0
231	Happyland	323	8.28	14	3	0	17	2.05	5.26	3	0
232	Deer Forks	217	4.77	7	3	0	10	2.10	4.61	6	0
241	Calder	373	3.81	5	0	0	5	1.31	1.34	0	0

2003 Traffic Collision Statistics by Rural Municipality

Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
243	Wallace	686	7.69	6	3	0	9	1.17	1.31	4	0
244	Orkney	892	9.23	14	2	1	17	1.84	1.91	5	1
245	Garry	382	5.17	10	1	0	11	2.13	2.88	1	0
246	Ituna Bon Accord	447	5.55	8	1	0	9	1.62	2.01	2	0
247	Kellross	389	7.04	6	3	1	10	1.42	2.57	4	1
248	Touchwood	250	6.47	6	1	0	7	1.08	2.80	2	0
250	Last Mountain Valley	316	6.66	5	2	0	7	1.05	2.22	2	0
251	Big Arm	243	4.70	12	1	0	13	2.76	5.35	5	0
252	Arm River	230	8.69	9	0	0	9	1.04	3.91	0	0
253	Willner	251	4.91	4	2	0	6	1.22	2.39	2	0
254	Loreburn	308	5.09	11	1	0	12	2.36	3.90	1	0
255	Coteau	379	6.24	16	4	0	20	3.20	5.28	6	0
256	King George	213	3.28	9	0	0	9	2.75	4.23	0	0
257	Monet	478	7.28	11	1	0	12	1.65	2.51	1	0
259	Snipe Lake	456	8.63	11	4	0	15	1.74	3.29	8	0
260	Newcombe	292	5.37	7	0	0	7	1.30	2.40	0	0
261	Chesterfield	408	8.01	11	3	0	14	1.75	3.43	4	0
271	Cote	499	4.56	9	2	0	11	2.41	2.20	3	0
273	Sliding Hills	508	8.11	5	1	0	6	0.74	1.18	1	0
274	Goodlake	514	7.98	5	1	0	6	0.75	1.17	2	0
275	Insinger	414	6.80	3	1	0	4	0.59	0.97	1	0
276	Foam Lake	670	10.12	17	3	0	20	1.98	2.99	3	0
277	Emerald	663	6.39	7	3	0	10	1.56	1.51	5	0
278	Kutawa	232	7.49	8	2	0	10	1.33	4.31	3	0
279	Mount Hope	462	8.50	14	2	0	16	1.88	3.46	3	0
280	Wreford	192	4.70	3	0	0	3	0.64	1.56	0	0
281	Wood Creek	271	5.15	5	0	0	5	0.97	1.85	0	0
282	McCraney	355	5.42	10	0	0	10	1.85	2.82	0	0
283	Rosedale	422	7.89	12	3	0	15	1.90	3.55	3	0
284	Rudy	346	5.82	13	1	0	14	2.41	4.05	1	0
285	Fertile Valley	505	5.24	9	2	0	11	2.10	2.18	3	0
286	Milden	233	4.73	14	1	0	15	3.17	6.44	2	0
287	St Andrews	426	6.97	13	1	0	14	2.01	3.29	1	0
288	Pleasant Valley	381	3.63	12	1	0	13	3.58	3.41	1	0
290	Kindersley	810	14.09	34	3	0	37	2.63	4.57	5	0
292	Milton	151	4.76	11	1	0	12	2.52	7.95	1	0
301	St Philips	283	3.54	3	1	0	4	1.13	1.41	1	0
303	Keys	341	5.47	3	3	0	6	1.10	1.76	5	0
304	Buchanan	422	5.15	5	1	0	6	1.16	1.42	2	0
305	Invermay	378	6.52	6	0	0	6	0.92	1.59	0	0
307	Elfros	469	6.62	13	1	0	14	2.11	2.99	1	0
308	Big Quill	607	9.93	9	1	1	11	1.11	1.81	8	1
309	Prairie Rose	268	6.29	5	1	0	6	0.95	2.24	1	0
310	Usborne	498	10.68	13	3	0	16	1.50	3.21	3	0
312	Morris	343	9.96	23	3	0	26	2.61	7.58	5	0
313	Lost River	182	5.37	10	1	0	11	2.05	6.04	1	0
314	Dundurn	342	5.60	16	3	1	20	3.57	5.85	4	1
315	Montrose	317	5.50	6	2	0	8	1.46	2.52	5	0

2003 Traffic Collision Statistics by Rural Municipality

Figure 11 9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
316	Harris	205	5.01	9	2	0	11	2.20	5.37	3	0
317	Marriott	396	4.60	6	1	1	8	1.74	2.02	1	1
318	Mountain View	244	4.80	2	2	0	4	0.83	1.64	2	0
319	Winslow	293	7.48	18	2	0	20	2.67	6.83	3	0
320	Oakdale	263	8.00	13	1	1	15	1.87	5.70	1	1
321	Prairiedale	241	6.05	10	1	0	11	1.82	4.56	2	0
322	Antelope Park	174	3.22	7	2	0	9	2.80	5.17	2	0
331	Livingstone	389	5.84	10	2	0	12	2.05	3.08	5	0
333	Clayton	681	9.03	7	3	0	10	1.11	1.47	4	0
334	Preeceville	879	10.86	20	3	0	23	2.12	2.62	4	0
335	Hazel Dell	666	7.73	13	0	0	13	1.68	1.95	0	0
336	Sasman	871	10.90	14	6	0	20	1.83	2.30	7	0
337	Lakeview	421	6.95	6	2	0	8	1.15	1.90	3	0
338	Lakeside	363	5.99	13	1	0	14	2.34	3.86	1	0
339	Leroy	550	11.53	17	1	1	19	1.65	3.45	2	1
340	Wolverine	405	6.51	10	1	0	11	1.69	2.72	1	0
341	Viscount	363	6.79	11	0	0	11	1.62	3.03	0	0
342	Colonsay	227	3.97	6	1	0	7	1.76	3.08	1	0
343	Blucher	587	8.68	16	2	0	18	2.07	3.07	4	0
344	Corman Park	3,907	64.46	177	35	2	214	3.32	5.48	58	3
345	Vanscoy	1,620	12.59	25	2	0	27	2.14	1.67	3	0
346	Perdue	364	5.30	4	1	0	5	0.94	1.37	1	0
347	Biggar	864	7.17	26	1	0	27	3.77	3.13	1	0
349	Grandview	377	5.85	7	0	0	7	1.20	1.86	0	0
350	Mariposa	224	2.90	0	1	0	1	0.34	0.45	1	0
351	Progress	262	7.74	9	3	0	12	1.55	4.58	3	0
352	Heart's Hill	294	8.53	6	2	0	8	0.94	2.72	2	0
366	Kelvington	456	6.98	16	7	0	23	3.29	5.04	13	0
367	Ponass Lake	575	8.58	10	2	1	13	1.51	2.26	3	1
368	Spalding	489	9.11	14	0	0	14	1.54	2.86	0	0
369	St Peter	767	10.75	12	4	0	16	1.49	2.09	5	0
370	Humboldt	727	9.06	22	3	1	26	2.87	3.58	8	1
371	Bayne	511	8.20	10	3	0	13	1.58	2.54	4	0
372	Grant	434	4.81	9	3	0	12	2.49	2.76	3	0
373	Aberdeen	429	6.51	8	1	0	9	1.38	2.10	1	0
376	Eagle Creek	458	4.80	4	3	0	7	1.46	1.53	4	0
377	Glenside	277	4.12	8	1	0	9	2.19	3.25	1	0
378	Rosemount	176	2.65	4	1	0	5	1.88	2.84	1	0
379	Reford	324	5.39	6	0	0	6	1.11	1.85	0	0
380	Tramping Lake	299	3.62	4	0	0	4	1.11	1.34	0	0
381	Grass Lake	464	5.96	10	0	0	10	1.68	2.16	0	0
382	Eye Hill	529	8.13	23	0	0	23	2.83	4.35	0	0
394	Hudson Bay	1,073	6.48	24	3	0	27	4.17	2.52	3	0
395	Porcupine	918	13.42	23	5	0	28	2.09	3.05	7	0
397	Barrier Valley	460	6.43	12	4	0	16	2.49	3.48	4	0
398	Pleasantdale	563	7.62	14	0	0	14	1.84	2.49	0	0
399	Lake Lenore	466	7.82	20	3	0	23	2.94	4.94	3	0
400	Three Lakes	489	9.77	18	0	0	18	1.84	3.68	0	0

2003 Traffic Collision Statistics by Rural Municipality

Figure 11 9

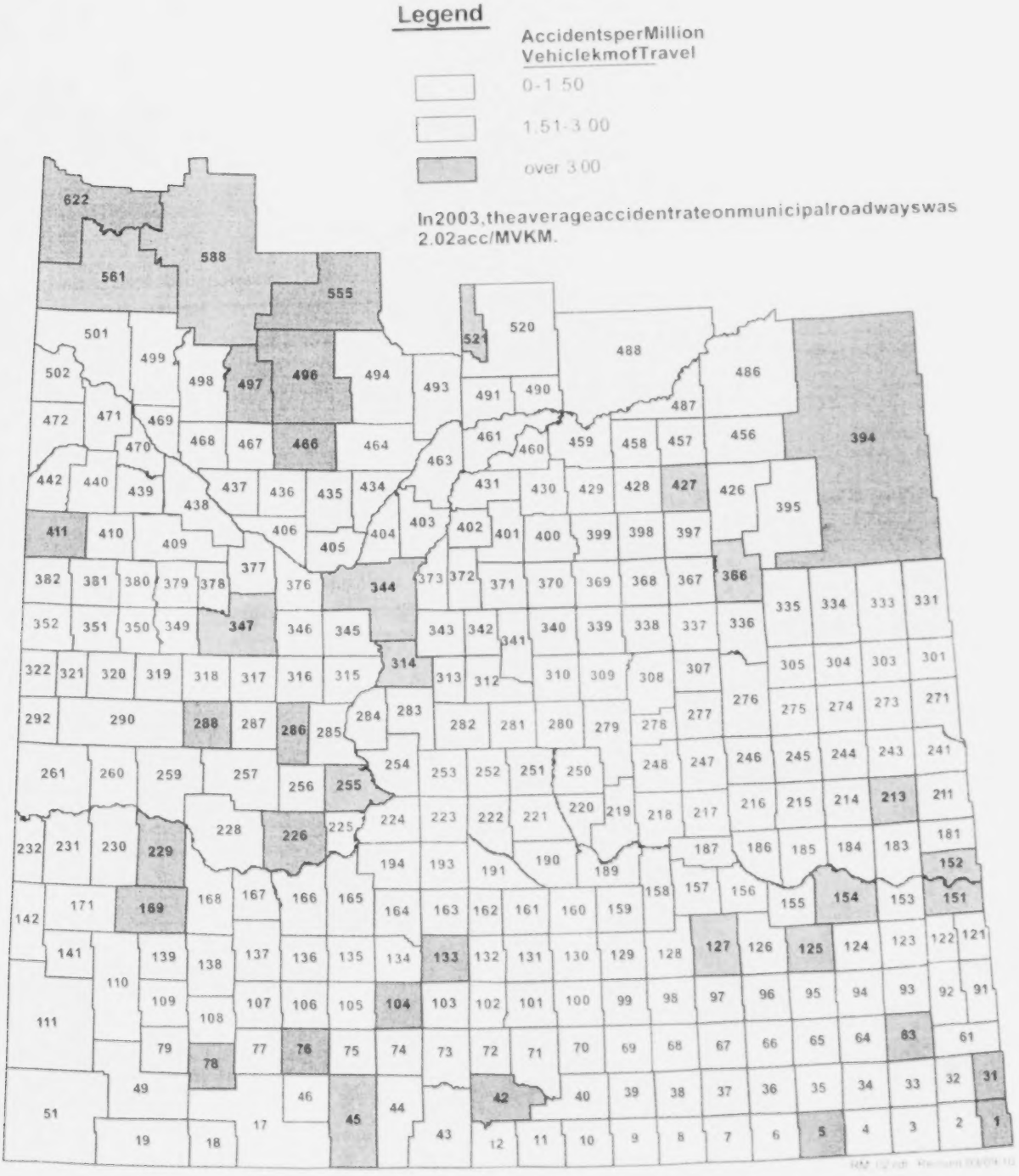
	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
401	Hoodoo	536	9.71	14	5	0	19	1.96	3.54	6	0
402	Fish Creek	292	5.22	12	3	0	15	2.87	5.14	5	0
403	Rosthern	1,340	13.86	24	6	1	31	2.24	2.31	8	1
404	Laird	780	8.57	7	0	0	7	0.82	0.90	0	0
405	Great Bend	397	6.59	9	3	0	12	1.82	3.02	3	0
406	Mayfield	385	3.38	2	0	0	2	0.59	0.52	0	0
409	Buffalo	522	9.41	5	0	0	5	0.53	0.96	0	0
410	Round Valley	324	4.96	8	1	0	9	1.82	2.78	1	0
411	Senlac	215	4.61	14	2	0	16	3.47	7.44	3	0
426	Bjorkdale	832	10.59	21	2	0	23	2.17	2.76	3	0
427	Tisdale	893	7.67	25	3	0	28	3.65	3.14	9	0
428	Star City	811	12.26	21	2	1	24	1.96	2.96	5	1
429	Flett Springs	636	8.75	6	5	0	11	1.26	1.73	6	0
430	Invergordon	612	5.91	7	1	0	8	1.35	1.31	1	0
431	St Louis	894	8.31	10	5	0	15	1.80	1.68	7	0
434	Blaine Lake	288	5.43	9	2	0	11	2.02	3.82	2	0
435	Redberry	382	6.57	10	0	0	10	1.52	2.62	0	0
436	Douglas	345	4.99	3	0	0	3	0.60	0.87	0	0
437	North Battleford	531	5.55	15	0	0	15	2.70	2.82	0	0
438	Battle River	869	7.61	15	3	0	18	2.37	2.07	4	0
439	Cut Knife	388	7.68	15	0	0	15	1.95	3.87	0	0
440	Hillsdale	491	10.08	8	0	0	8	0.79	1.63	0	0
442	Manitou Lake	467	8.77	13	3	0	16	1.83	3.43	3	0
456	Arborfield	397	6.40	11	1	0	12	1.87	3.02	1	0
457	Connaught	616	6.66	10	1	0	11	1.65	1.79	1	0
458	Willow Creek	758	7.88	14	1	0	15	1.90	1.98	3	0
459	Kinistino	661	11.65	8	9	1	18	1.55	2.72	11	1
460	Birch Hills	614	6.20	4	5	0	9	1.45	1.47	7	0
461	Prince Albert	1,364	10.48	21	6	0	27	2.58	1.98	10	0
463	Duck Lake	794	5.44	12	3	1	16	2.94	2.02	4	1
464	Leask	598	12.05	13	3	2	18	1.49	3.01	7	2
466	Meeting Lake	452	5.57	15	2	0	17	3.05	3.76	2	0
467	Round Hill	343	4.49	7	1	0	8	1.78	2.33	1	0
468	Meota	578	7.09	12	0	0	12	1.69	2.08	0	0
469	Turtle River	295	6.94	18	1	0	19	2.74	6.44	1	0
470	Paynton	214	4.55	8	0	0	8	1.76	3.74	0	0
471	Eldon	592	12.24	15	5	0	20	1.63	3.38	7	0
472	Wilton	1,278	20.19	44	15	0	59	2.92	4.62	21	0
486	Moose Range	988	9.58	27	0	0	27	2.82	2.73	0	0
487	Nipawin	876	10.98	14	2	0	16	1.46	1.83	6	0
488	Torch River	1,347	18.10	38	3	1	42	2.32	3.12	4	1
490	Garden River	485	6.39	8	0	0	8	1.25	1.65	0	0
491	Buckland	2,174	13.38	24	5	0	29	2.17	1.33	8	0
493	Shellbrook	1,402	12.48	31	5	0	36	2.88	2.57	9	0
494	Canwood	1,271	18.16	47	6	0	53	2.92	4.17	11	0
496	Spiritwood	1,138	13.42	50	4	0	54	4.03	4.75	6	0
497	Medstead	452	5.54	17	1	0	18	3.25	3.98	1	0
498	Parkdale	526	8.01	19	0	0	19	2.37	3.61	0	0

2003 Traffic Collision Statistics by Rural Municipality

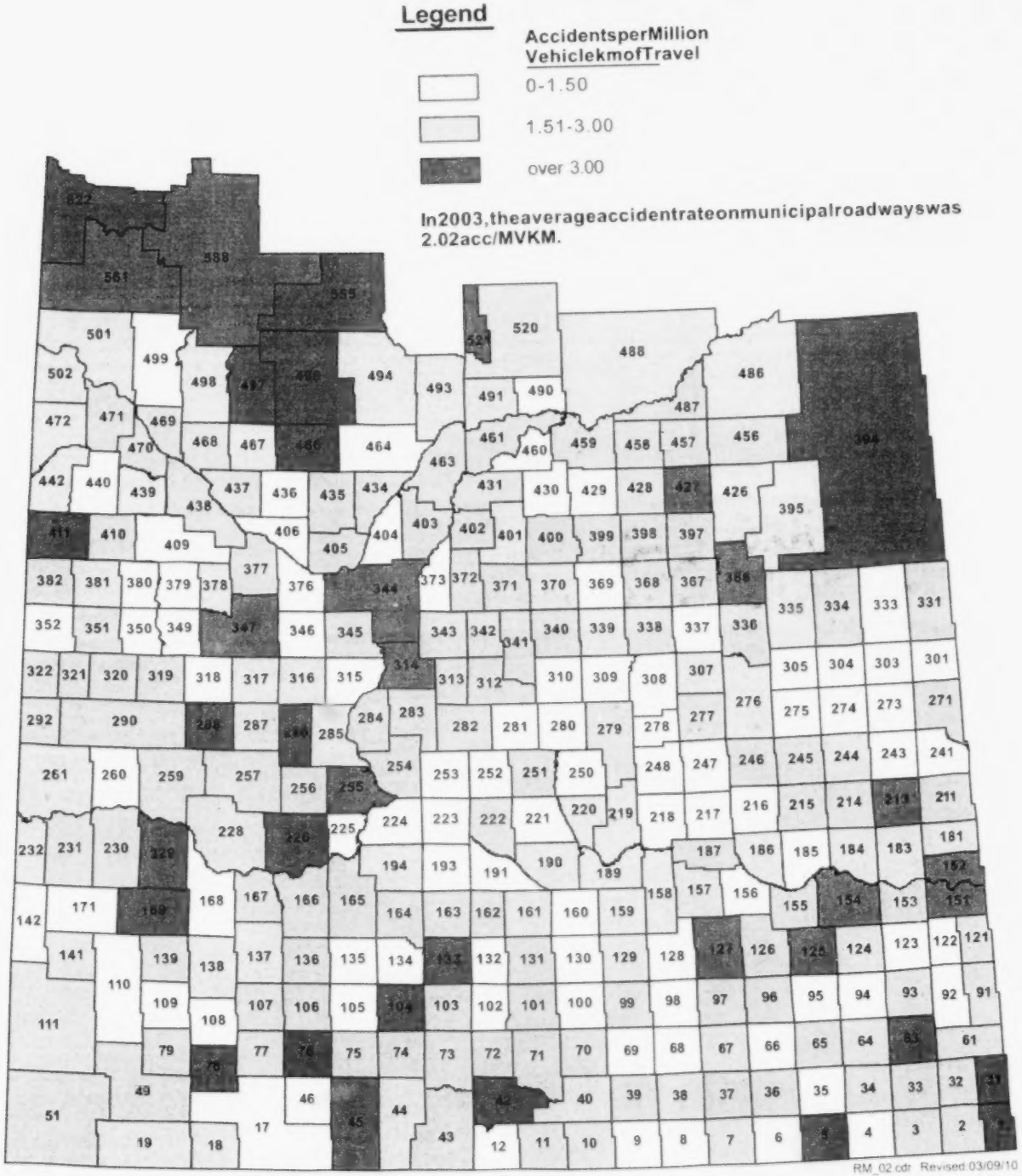
Figure 11.9

	Rural Municipality	Census Population	Travel MvKm	Collisions: Property Damage	Collisions: Personal Injury	Collisions: Fatal	Collisions: Total	Acc/ MvKm	Acc/ 100pop	Victims: Injured	Victims: Killed
499	Mervin	1,157	20.06	21	2	2	25	1.25	2.16	4	2
501	Frenchman Butte	1,179	13.25	28	6	0	34	2.57	2.88	6	0
502	Britannia	1,065	20.95	25	10	0	35	1.67	3.29	10	0
520	Paddockwood	662	8.08	16	6	0	22	2.72	3.32	18	0
521	Lakeland	1,021	2.06	6	2	0	8	3.89	0.78	2	0
555	Big River	656	5.28	39	8	0	47	8.90	7.16	21	0
561	Loon Lake	638	8.90	25	3	0	28	3.14	4.39	3	0
588	Meadow Lake	1,879	14.62	67	6	0	73	4.99	3.89	7	0
622	Beaver River	853	7.16	33	2	1	36	5.03	4.22	2	1
Totals		**145,010**	**2,178**	**3,909**	**628**	**34**	**4,571**	**2.10**	**3.15**	**963**	**35**

2003 Traffic Accident Rates
by RuralMunicipality



2003 Traffic Accident Rates
by RuralMunicipality



Other Provinces

Contents:

			Page
Figure	12.1	Total Collisions and Casualties in Canada	117
	12.2	2003 Casualty Rates per Billion Vehicle Kilometres	117
	12.3	1994 – 2003 Seat Belt Use in Canada by Province/Territory	117
	12.4	List of Provincial Contacts	118

Other Provinces

A new vision for improving road safety in Canada was approved by the Council of Ministers Responsible for Highway and Transportation Safety in 2000. Canada's Road Safety Vision 2010 is a national undertaking, under the auspices of the Canadian Council of Motor Transport Administrators (CCMTA), to make Canada's roads the safest in the world. It emphasizes a range of initiatives that focus on road users, roadways and motor vehicles. The goals of Vision 2010 are to:

- Raise public awareness of road safety issues;
- Improve communication, cooperation and collaboration among safety agencies;
- Enhance enforcement measures; and
- Improve national collision data quality and collection.

The national target for Vision 2010 calls for a decrease of 30 per cent in the average number of road users killed or seriously injured during the years 2008-2010 as compared to 1996-2001.

A number of sub-targets have also been established to help achieve this 30 per cent decrease in casualties. They include an increase in the proper use of seat belts and child restraint systems. Sub-targets have also been established for the reduction of casualties resulting from the non-use of restraint systems, drinking and driving, speed and intersection-related crashes, high-risk driver behaviours, casualties on rural roads and crashes involving young drivers, riders and commercial carriers.

The initiatives outlined in Vision 2010 provide a roadmap for identifying and dealing with the key road safety issues facing the different Canadian jurisdictions. Saskatchewan and the other Canadian jurisdictions are committed to the objectives of Vision 2010 and are working on implementing the relevant road safety initiatives to help meet the national targets.

A National Collision Database (NCDB) has been set up and is maintained by Transport Canada for collision analysis and the monitoring of these targets.

A complete listing of targets and the action plan of the Road Safety Vision 2010 are available from Transport Canada. Collision statistics and further information may be obtained by calling Transport Canada toll free at 1-800-333-0371 or checking their web site at www.tc.gc.ca/roadsafety.

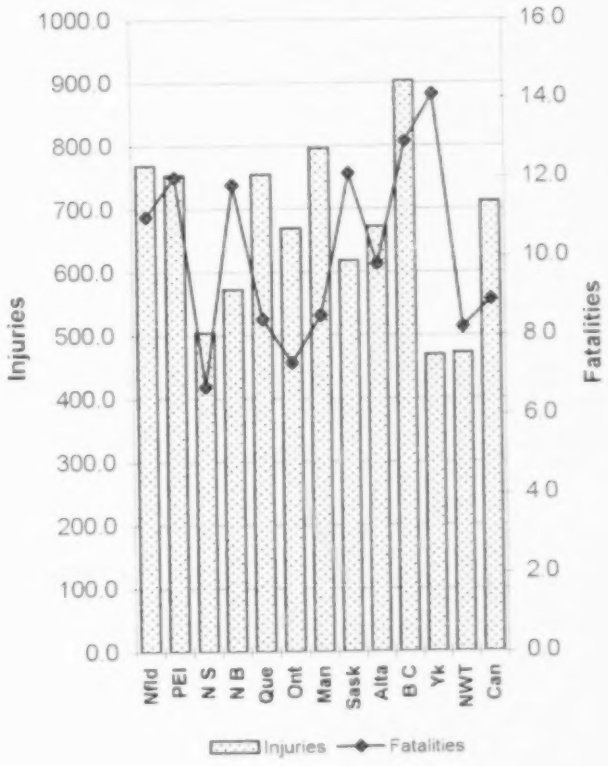
Figure 12.1

Total Collisions and Casualities in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,286	280,575
1988	193,704	4,154	278,618
1989	196,246	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	151,026	2,949	217,803
1999	153,746	2,985	222,551
2000	158,569	2,927	227,458
2001	154,268	2,781	221,121
2002	159,667	2,930	227,973
2003	156,721	2,778	222,260

Figure 12.2

2003 Casualty Rates Per Billion Vehicle Kilometres



1994 - 2003 Seat Belt Use in Canada by Province/Territory **

(% of All Occupants Wearing Seat Belts In Light-Duty Vehicles*)

Figure 12.3

Province	1994	1996	1997	1998	1999	2000	2001	2002	2003
Newfoundland	93.6	91.9	92.4	86.4	82.9	92.7	92.1	86.3	82.5
Prince Edward Island	84.5	87.5	82.6	82.7	88.5	85.7	86.7	76.7	78.1
Nova Scotia	83.2	88.2	87.1	88.5	86.6	86.5	88.0	90.5	89.4
New Brunswick	84.9	86.6	86.5	87.9	85.9	91.5	91.4	90.6	88.8
Quebec	89.8	90.3	91.7	92.3	93	91.4	89	91.2	93.3
Ontario	86.3	89.9	89.2	89.1	91.0	91.7	92.5	85.1	86.5
Manitoba	82.6	82.4	84.8	84.4	85.3	84.2	82.3	80.8	85.3
Saskatchewan	87.7	89.6	91.7	89.7	88.2	90.0	91.7	85.7	85.9
Alberta	83.1	85.1	83.7	82.4	89.3	87.2	84.9	77.3	84.9
British Columbia	88.3	88.7	89.4	89.7	89.2	88.7	90.8	79.7	83.2
Yukon	68.2	81.2	83.4	82.1	82.1	79.3	78.1	53.9	85.1
Northwest Territories	67.4	54.9	64.3	52.6	61.1	60.7	62.7	77.1	77.3
Nunavut	NA	NA	NA	NA	NA	NA	13.4	22.9	21.8
Canada	**86.8**	**88.7**	**88.9**	**88.7**	**90.1**	**90.1**	**89.9**	**85.0**	**87.4**

* Light-duty vehicles include passenger cars, passenger vans and light trucks

** Source of Information: Transport Canada Survey of Seat Belt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rurals ares in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas.

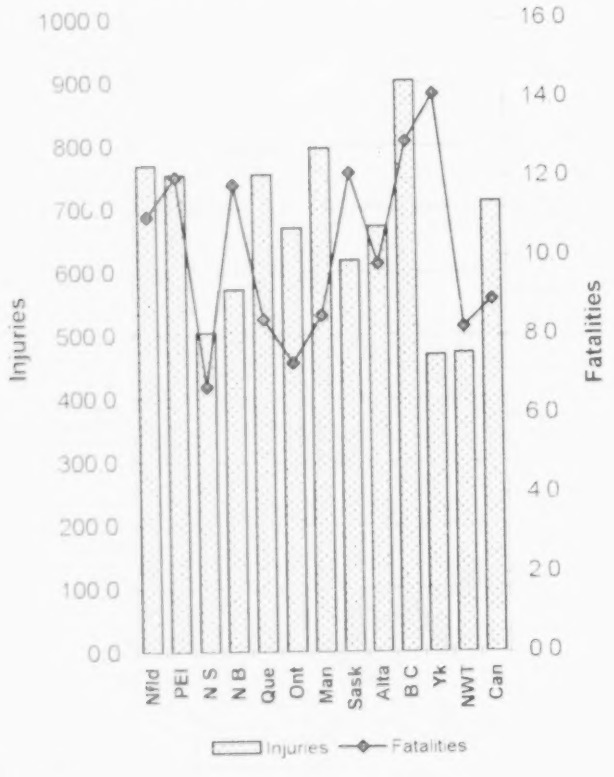
Figure 12.1

Total Collisions and Casualities in Canada**

Year	Casualty Collisions	Victims Killed	Victims Injured
1978	166,051	5,429	239,640
1979	178,832	5,863	256,225
1980	184,302	5,461	262,977
1981	183,643	5,383	161,176
1982	160,376	4,169	225,717
1983	160,623	4,216	224,297
1984	168,801	4,120	237,455
1985	183,478	4,364	259,189
1986	187,563	4,068	264,481
1987	196,966	4,286	280,575
1988	193,704	4,154	278,618
1989	196,246	4,246	284,937
1990	181,960	3,963	262,680
1991	173,921	3,690	249,217
1992	172,713	3,501	249,821
1993	171,227	3,615	247,588
1994	169,649	3,263	245,110
1995	167,044	3,351	241,935
1996	158,990	3,091	230,890
1997	152,765	3,064	221,349
1998	151,026	2,949	217,803
1999	153,746	2,985	222,551
2000	158,569	2,927	227,458
2001	154,268	2,781	221,121
2002	159,667	2,930	227,973
2003	156,721	2,778	222,260

Figure 12.2

2003 Casualty Rates Per Billion Vehicle Kilometres



1994 - 2003 Seat Belt Use in Canada by Province/Territory **

(% of All Occupants Wearing Seat Belts In Light-Duty Vehicles*)

Figure 12.3

Province	1994	1996	1997	1998	1999	2000	2001	2002	2003
Newfoundland	93.6	91.9	92.4	86.4	82.9	92.7	92.1	86.3	82.5
Prince Edward Island	84.5	87.5	82.6	82.7	88.5	85.7	86.7	76.7	78.1
Nova Scotia	83.2	88.2	87.1	88.5	86.6	86.5	88.0	90.5	89.4
New Brunswick	84.9	86.6	86.5	87.9	85.9	91.5	91.4	90.6	88.8
Quebec	89.8	90.3	91.7	92.3	93	91.4	89	91.2	93.3
Ontario	86.3	89.9	89.2	89.1	91.0	91.7	92.5	85.1	86.5
Manitoba	82.6	82.4	84.8	84.4	85.3	84.2	82.3	80.8	85.3
Saskatchewan	87.7	89.6	91.7	89.7	88.2	90.0	91.7	85.7	85.9
Alberta	83.1	85.1	83.7	82.4	89.3	87.2	84.9	77.3	84.9
British Columbia	88.3	88.7	89.4	89.7	89.2	88.7	90.8	79.7	83.2
Yukon	68.2	81.2	83.4	82.1	82.1	79.3	78.1	53.9	85.1
Northwest Territories	67.4	54.9	64.3	52.6	61.1	60.7	62.7	77.1	77.3
Nunavut	NA	NA	NA	NA	NA	NA	13.4	22.9	21.8
Canada	86.8	88.7	88.9	88.7	90.1	90.1	89.9	85.0	87.4

* Light-duty vehicles include passenger cars, passenger vans and light trucks.

** Source of Information: Transport Canada Survey of Seat Belt Use in Canada. Surveys were conducted in urban areas from 1994 to 2001 and in rurals ares in 2002. Beginning in 2003 the survey results are an estimate of both urban and rural areas.

Other Provinces - Section 12

Additional information specific to other provinces or Canada may be obtained from the respective province or Transport Canada. A list of TAIS contacts in each jurisdiction is listed below.

Figure 12.4

Michelle Kennell
Maintenance Div., Dept. of Works Services & Transp
Govt. of Newfoundland and Labrador
6th Fl., Confederation Bldg West
St. John's, NEWFOUNDLAND
A1B 4J6
Phone: 709-729-5346
Fax: 709-729-3418
E-mail: kennellm@gov.nl.ca

Don Mason
Maintenance and Traffic Branch
Dept. of Transportation
P.O. Box 6000, King's Place 2nd Floor
Fredricton, NEW BRUNSWICK
E3B 5H1
Phone: 506-453-2213
Fax: 506-453-2900
E-mail: don.mason@gnb.ca

Fernand Pichette
Societe de l'assurance automobile du Quebec
333, boul. Jean-Lesage, N 6.4
Quebec, QUEBEC
G1K 8J6
Phone: 418-528-4074
Fax: 418-646-1003
E-mail: fernand.pichette@saaq.gouv.qc.ca

Darlene Romani
Senior Research Analyst
Driver and Vehicle Licencing
1075 Portage Avenue, Box 6300
Winnipeg, MANITOBA
R3C 4A4
Phone: 204-985-1877
Fax: 204-954-5397
E-mail: dromani@mpi.mb.ca

Liz Owens
Alberta Transp. Safety Branch
Main Floor, Twin Atria Building
4999 - 98th Avenue
Edmonton, ALBERTA
T6B 2X3
Phone: 780-427-6775
Fax: 780-422-3682
E-mail: liz.owens@gov.ab.ca

Gary Walsh
Director, Road Licensing and Safety Division
P.O. Box 1320
Yellowknife, NORTHWEST TERRITORIES
X1A 2L9
Phone: 867-920-7406
Fax: 867-873-0120
E-mail: gary_walsh@gov.nt.ca

Bill McCauley
Chief, Evaluation & Data Systems
Transport Canada - Road Safety, ASFCC
330 Sparks Street, Tower 'C'
Ottawa, ONTARIO
K1A ON5
Phone: 613-998-1941
Fax: 613-990-2912
E-mail: mcculb@tc.gc.ca

Paul J. Smith
Road Safety Engineer
Transportation & Public Works
4th Floor, Johnson Bldg, 1672 Granville St
Halifax, NOVA SCOTIA
B3J 2N2
Phone: 902-424-3134
Fax: 902-424-0571
E-Mail: smithpj@gov.ns.ca

Wilfred MacDonald
Dept. of Transp. & Public Works
P.O. Box 2000
Charlottetown, PRINCE EDWARD ISLAND
C1A 7N8
Phone: 902-368-5222
Fax: 902-368-5236
E-mail: wjmacdonald@gov.pe.ca

Leo Tasca
Ministry of Transportation
Bldg A, Rm 212, 1201 Wilson Ave
Downsview, ONTARIO
M3M 1J8
Phone: 416-235-3623
Fax: 416-235-3633
E-mail: leo.tasca@mto.gov.on.ca

Dwight McNaughton
Traffic Safety Program Evaluation,
Auto Fund Div., SGI
4th Floor, 2260-11th Avenue
Regina, SASKATCHEWAN
S4P 2N7
Phone: 306-775-6668
Fax: 306-775-6222
E-mail: dmcnaughton@sgi.sk.ca

Wayne Meckle
Analysis and Evaluation Specialist
Insurance Corporation of British Columbia
910 Government Street
Victoria, BRITISH COLUMBIA
V8W 3Y8
Phone: 250-414-7925
Fax: 250-978-8025
E-mail: wayne.meckle@icbc.com

Sherilyn Gattie
Yukon Community and Transportation Ser.
P.O. Box 2703
Whitehorse, YUKON
Y1A 2C6
Phone: 867-667-8217
Fax: 867-393-6220
E-mail: sgattie@gov.yk.ca

Dave Buchan
Community Government and Transportation
Government of Nunavut
P.O Box 207, (NCC Building)
Gjoa Haven, NU
XOB 1JO
Phone 867-360-4614
Fax: 867-360-4619
E-mail dbuchan@gov.nu.ca

Appendix

Contents:

		Page
A 1.1	Collision History On Provincial Highways	121
A 1.2	Collision History On Urban Streets	122
A 1.3	Collision History On Rural Roads	123
A 1.4	Collision History On Other Roads	124
A 1.5	Collision History On Rural & Other Roads Combined	125
A 1.6	Collision History On All Provincial Roads	126
A 1.7	Collision History On All Provincial Roads	127
A 2	Fatal Accident Location Map - Rural Provincial Highways	128
A 3	Saskatchewan Motor Vehicle Accident (MVA) Report Form	129
A 4.1	Saskatchewan MVA Report Form Template - Front	130
A 4.2	Saskatchewan MVA Report Form Template - Back	131

Collision History on Provincial Highways ***

	Collisions **				Victims **			Collision Rates			
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1964	2,493	1,165	99	3,757	2,211	135	2,346	2,729	1.38	3.63	0.43
1965	2,786	1,314	95	4,195	2,517	134	2,651	2,870	1.46	3.31	0.46
1966	3,125	1,360	116	4,601	2,626	134	2,760	3,036	1.52	3.82	0.45
1967	3,457	1,560	120	5,137	2,802	166	2,968	3,218	1.60	3.73	0.48
1968	3,183	1,347	111	4,641	2,589	151	2,740	3,392	1.37	3.27	0.40
1969	3,376	1,240	106	4,722	2,324	137	2,461	3,504	1.35	3.02	0.35
1970	2,585	1,257	92	3,934	2,421	128	2,549	3,426	1.15	2.69	0.37
1971	2,569	1,379	91	4,039	2,598	120	2,718	3,566	1.13	2.55	0.39
1972	2,631	1,507	118	4,256	3,002	147	3,149	3,686	1.15	3.20	0.41
1973	2,583	1,530	118	4,231	2,944	149	3,093	3,869	1.09	3.05	0.40
1974	2,935	1,702	127	4,764	3,166	180	3,346	4,055	1.17	3.13	0.42
1975	3,066	1,600	118	4,784	2,998	161	3,159	4,311	1.11	2.74	0.37
1976	3,177	1,485	111	4,773	2,706	151	2,857	4,488	1.06	2.47	0.33
1977	2,701	1,082	93	3,876	1,902	126	2,028	4,721	0.82	1.97	0.23
1978	3,166	1,147	112	4,425	2,143	150	2,293	4,913	0.90	2.28	0.23
1979	4,552	1,266	103	5,921	2,318	143	2,461	5,110	1.16	2.02	0.25
1980	4,569	1,349	87	6,005	2,407	140	2,547	5,287	1.14	1.65	0.26
1981	4,855	1,248	108	6,211	2,266	139	2,405	5,420	1.15	1.99	0.23
1982	4,728	1,190	90	6,008	2,155	118	2,273	5,312	1.13	1.69	0.22
1983	4,358	1,113	90	5,561	1,967	126	2,093	5,444	1.02	1.65	0.20
1984	3,746	1,045	86	4,877	1,822	105	1,927	5,546	0.88	1.55	0.19
1985	3,837	1,142	82	5,061	1,984	100	2,084	5,640	0.90	1.45	0.20
1986	3,726	1,044	102	4,872	1,883	130	2,013	6,015	0.81	1.70	0.17
1987	4,010	1,048	92	5,150	1,888	119	2,007	6,089	0.85	1.51	0.17
1988	4,602	1,146	96	5,844	1,985	119	2,104	6,295	0.93	1.52	0.18
1989	4,877	1,093	81	6,051	1,985	107	2,092	6,242	0.97	1.30	0.18
1990	5,177	1,105	73	6,355	1,957	84	2,041	6,296	1.01	1.16	0.18
1991	5,644	971	84	6,699	1,706	99	1,805	6,264	1.07	1.34	0.16
1992	5,725	1,071	67	6,863	1,978	79	2,057	6,447	1.06	1.04	0.17
1993	4,398	1,066	72	5,536	1,875	85	1,960	6,692	0.83	1.08	0.16
1994	4,519	1,119	76	5,714	1,936	91	2,027	6,777	0.84	1.12	0.17
1995	4,868	1,196	72	6,136	2,080	88	2,168	7,080	0.87	1.02	0.17
1996	3,782	1,129	63	4,974	1,901	87	1,988	7,141	0.70	0.88	0.16
1997	3,438	1,231	70	4,739	2,095	98	2,193	7,232	0.66	0.97	0.17
1998	3,064	999	71	4,134	1,757	88	1,845	7,481	0.55	0.95	0.13
1999	3,142	1,142	89	4,373	1,980	110	2,090	7,481	0.58	1.19	0.15
2000	3,102	1,074	77	4,253	1,827	88	1,915	7,544	0.56	1.02	0.14
2001	4,100	1,066	68	5,234	1,716	85	1,801	7,341	0.71	0.93	0.15
2002	5,620 #	1,084	70	6,774	1,744	81	1,825	7,265	0.93	0.96	0.15
2003	8,153 #	1,070	76	9,299	1,759	85	1,844	7,559	1.23	1.01	0.14

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.2

Collision History on Urban Streets***

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1964	7,635	1,719	21	9,375	2,356	24	2,380
1965	9,026	2,009	24	11,059	2,812	29	2,841
1966	10,028	1,891	26	11,945	2,665	31	2,696
1967	11,048	1,958	34	13,040	2,758	37	2,795
1968	10,494	1,995	33	12,522	2,834	38	2,872
1969	11,704	1,984	17	13,705	2,728	22	2,750
1970	8,612	2,010	22	10,644	2,838	24	2,862
1971	7,413	2,402	36	9,851	3,391	37	3,428
1972	8,211	2,664	31	10,906	3,744	32	3,776
1973	8,940	2,647	20	11,607	3,752	24	3,776
1974	10,596	2,787	37	13,420	3,891	42	3,933
1975	12,461	3,051	32	15,544	4,388	34	4,422
1976	13,550	2,905	27	16,482	4,054	30	4,084
1977	15,548	2,964	20	18,532	4,069	20	4,089
1978	19,510	2,888	30	22,428	3,987	37	4,024
1979	30,073	3,259	54	33,386	4,685	64	4,749
1980	30,279	3,222	37	33,538	4,301	43	4,344
1981	22,312	3,152	46	25,510	4,350	49	4,399
1982	25,140	3,302	45	28,487	4,510	52	4,562
1983	25,450	3,436	35	28,921	4,597	39	4,636
1984	19,841	3,329	38	23,208	4,453	44	4,497
1985	19,522	3,552	43	23,117	4,820	46	4,866
1986	20,134	3,888	41	24,063	5,249	42	5,291
1987	20,207	4,087	47	24,341	5,590	52	5,642
1988	19,661	3,853	25	23,539	5,148	32	5,180
1989	19,373	3,496	25	22,894	4,668	27	4,695
1990	18,347	3,353	13	21,713	4,386	16	4,402
1991	18,897	3,373	25	22,295	4,554	26	4,580
1992	18,168	3,460	25	21,653	4,764	25	4,789
1993	12,203	3,644	28	15,875	4,908	28	4,936
1994	13,296	3,734	23	17,053	5,025	23	5,048
1995	13,989	3,128	24	17,141	4,254	25	4,279
1996	15,812	2,915	19	18,746	3,885	21	3,906
1997	14,474	3,015	20	17,509	4,127	20	4,147
1998	15,772	3,264	17	19,053	4,338	17	4,355
1999	15,603	3,547	24	19,174	4,828	26	4,854
2000	16,964	3,559	21	20,544	4,778	21	4,799
2001	15,497	3,061	18	18,576	4,046	18	4,064
2002	19,329 #	3,276	17	22,622	4,340	18	4,358
2003	21,180 #	3,604	18	24,802	4,719	20	4,739

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

*** Collisions occurring on provincial highways within an urban area with a population less than 1,000 are recorded under URBAN STREETS prior to 1988 and under PROVINCIAL HIGHWAYS in subsequent years.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Rural Roads

	Collisions **				Victims**			Collision Rates			
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total	Travel (Mvkm)	Coll/ MvKm	Fat. Coll/ 100 Mvkm	Inj. Coll/ Mvkm
1964	3,497	1,084	58	4,639	1,834	70	1,904	1,229	3.77	4.72	0.88
1965	3,518	949	47	4,514	1,597	60	1,657	1,244	3.63	3.78	0.76
1966	3,957	1,087	74	5,118	1,859	114	1,973	1,265	4.05	5.85	0.86
1967	4,342	948	65	5,355	1,667	84	1,751	1,292	4.14	5.03	0.73
1968	3,759	998	67	4,824	1,683	75	1,758	1,339	3.60	5.00	0.75
1969	3,943	931	54	4,928	1,562	64	1,626	1,371	3.59	3.94	0.68
1970	3,050	995	45	4,090	1,728	55	1,783	1,329	3.08	3.39	0.75
1971	3,012	1,253	56	4,321	2,147	61	2,208	1,334	3.24	4.20	0.94
1972	3,164	1,394	67	4,625	2,367	87	2,454	1,348	3.43	4.97	1.03
1973	3,985	1,719	61	5,765	2,850	78	2,928	1,355	4.26	4.50	1.27
1974	4,687	1,773	70	6,530	2,898	84	2,982	1,371	4.76	5.11	1.29
1975	5,279	1,750	79	7,108	2,913	91	3,004	1,432	4.96	5.52	1.22
1976	5,701	1,759	70	7,530	2,801	82	2,883	1,472	5.11	4.75	1.19
1977	6,740	1,948	98	8,786	3,272	118	3,390	1,503	5.85	6.52	1.30
1978	7,440	1,681	84	9,205	2,727	109	2,836	1,519	6.06	5.53	1.11
1979	3,981	978	48	5,007	1,616	55	1,671	1,580	3.17	3.04	0.62
1980	4,284	1,066	53	5,403	1,684	62	1,746	1,567	3.45	3.38	0.68
1981	4,492	1,083	56	5,631	1,772	67	1,839	1,643	3.43	3.41	0.66
1982	4,131	975	48	5,154	1,598	61	1,659	1,784	2.89	2.69	0.55
1983	3,785	924	44	4,753	1,477	53	1,530	1,784	2.66	2.47	0.52
1984	3,086	886	53	4,025	1,421	61	1,482	1,864	2.16	2.84	0.48
1985	3,063	965	43	4,071	1,465	48	1,513	1,864	2.18	2.31	0.52
1986	2,918	866	50	3,834	1,413	56	1,469	1,802	2.13	2.78	0.48
1987	3,256	882	42	4,180	1,380	49	1,429	1,802	2.32	2.33	0.49
1988	3,264	863	30	4,157	1,412	40	1,452	1,998	2.08	1.50	0.43
1989	3,271	811	48	4,130	1,262	49	1,311	1,903	2.17	2.52	0.43
1990	3,282	739	39	4,060	1,133	42	1,175	1,886	2.15	2.07	0.39
1991	3,230	727	34	3,991	1,124	38	1,162	1,886	2.12	1.80	0.39
1992	3,535	655	27	4,217	1,012	31	1,043	1,932	2.18	1.40	0.34
1993	2,397	642	26	3,065	1,028	30	1,058	1,974	1.55	1.32	0.33
1994	2,522	632	27	3,181	1,024	29	1,053	1,982	1.60	1.36	0.32
1995	2,574	600	28	3,202	963	31	994	1,997	1.60	1.40	0.30
1996	2,118	565	18	2,701	859	21	880	1,920	1.41	0.94	0.29
1997	2,096	737	32	2,865	1,161	37	1,198	2,018	1.42	1.59	0.37
1998	1,736	563	36	2,335	890	38	928	2,035	1.15	1.77	0.28
1999	1,777	605	29	2,411	926	41	967	2,035	1.18	1.43	0.30
2000	1,784	610	29	2,423	931	32	963	2,176	1.11	1.33	0.28
2001	2,401	621	42	3,064	952	45	997	2,179	1.41	1.93	0.28
2002	2,521#	582	29	3,132	947	31	978	2,159	1.45	1.34	0.27
2003	3,909 #	628	34	4,571	963	35	998	2178	2.10	1.56	0.29

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - A 1.4

Collision History on Other Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1964	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1965	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1966	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1967	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1968	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1969	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1970	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1971	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1972	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1973	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1974	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1975	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1976	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1977	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1978	N / A	N / A	N / A	N / A	N / A	N / A	N / A
1979	2,846	326	24	3,196	462	28	490
1980	2,981	327	20	3,328	492	20	512
1981	765	162	6	933	272	7	279
1982	571	139	7	717	253	9	262
1983	476	130	14	620	221	17	238
1984	409	117	10	536	208	11	219
1985	332	101	17	450	196	20	216
1986	439	152	14	605	284	17	301
1987	411	139	12	562	277	16	293
1988	362	113	9	484	195	9	204
1989	362	120	8	490	224	9	233
1990	359	112	12	483	193	12	205
1991	531	149	8	688	271	8	279
1992	470	147	8	625	292	8	300
1993	286	128	8	422	222	10	232
1994	339	135	8	482	214	8	222
1995	328	91	11	430	175	13	188
1996	311	110	6	427	188	6	194
1997	394	142	8	544	236	9	245
1998	390	136	4	530	241	4	245
1999	416	182	8	606	301	12	313
2000	497	200	10	707	325	10	335
2001	633	163	12	808	250	19	269
2002	1,771 #	175	7	1,953	281	7	288
2003	2,319 #	152	8	2,479	243	8	251

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures.

Collision History on Rural and Other Roads Combined

	Accidents **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1964	3,497	1,084	58	4,639	1,834	70	1,904
1965	3,518	949	47	4,514	1,597	60	1,657
1966	3,957	1,087	74	5,118	1,859	114	1,973
1967	4,342	948	65	5,355	1,667	84	1,751
1968	3,759	998	67	4,824	1,683	75	1,758
1969	3,943	931	54	4,928	1,562	64	1,626
1970	3,050	995	45	4,090	1,728	55	1,783
1971	3,012	1,253	56	4,321	2,147	61	2,208
1972	3,164	1,394	67	4,625	2,367	87	2,454
1973	3,985	1,719	61	5,765	2,850	78	2,928
1974	4,687	1,773	70	6,530	2,898	84	2,982
1975	5,279	1,750	79	7,108	2,913	91	3,004
1976	5,701	1,759	70	7,530	2,801	82	2,883
1977	6,740	1,948	98	8,786	3,272	118	3,390
1978	7,440	1,681	84	9,205	2,727	109	2,836
1979	6,827	1,304	72	8,203	2,078	83	2,161
1980	7,265	1,393	73	8,731	2,176	82	2,258
1981	5,257	1,245	62	6,564	2,044	74	2,118
1982	4,702	1,114	55	5,871	1,851	70	1,921
1983	4,261	1,054	58	5,373	1,698	70	1,768
1984	3,495	1,003	63	4,561	1,629	72	1,701
1985	3,395	1,066	60	4,521	1,661	68	1,729
1986	3,357	1,018	64	4,439	1,697	73	1,770
1987	3,667	1,021	54	4,742	1,657	65	1,722
1988	3,697	999	41	4,737	1,607	49	1,656
1989	3,718	966	56	4,740	1,486	58	1,544
1990	3,745	880	53	4,678	1,326	54	1,380
1991	3,761	876	42	4,679	1,395	46	1,441
1992	4,005	802	35	4,842	1,304	39	1,343
1993	2,683	770	34	3,487	1,250	40	1,290
1994	2,861	767	35	3,663	1,238	37	1,275
1995	2,902	691	39	3,632	1,138	44	1,182
1996	2,429	675	24	3,128	1,047	27	1,074
1997	2,490	879	40	3,409	1,397	46	1,443
1998	2,126	699	40	2,865	1,131	42	1,173
1999	2,193	787	37	3,017	1,227	53	1,280
2000	2,281	810	39	3,130	1,256	42	1,298
2001	3,034	784	54	3,872	1,202	64	1,266
2002	4,292 #	757	36	5,085	1,228	38	1,266
2003	6,228 #	780	42	7,050	1,206	43	1,249

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

\# Property damage only collisions in 2002 increased due to a change in reporting procedures.

Appendix - 1.6

Collision History on All Provincial Roads

	Collisions **				Victims**		
Year	Property Damage*	Personal Injury	Fatal	Total	Number Injured	Number Killed	Total
1964	13,625	3,968	178	17,771	6,401	229	6,630
1965	15,330	4,272	166	19,768	6,926	223	7,149
1966	17,110	4,338	216	21,664	7,150	279	7,429
1967	18,847	4,466	219	23,532	7,227	287	7,514
1968	17,436	4,340	211	21,987	7,106	264	7,370
1969	19,023	4,155	177	23,355	6,614	223	6,837
1970	14,247	4,262	159	18,668	6,987	207	7,194
1971	12,994	5,034	183	18,211	8,136	218	8,354
1972	14,006	5,565	216	19,787	9,113	266	9,379
1973	15,508	5,896	199	21,603	9,546	251	9,797
1974	18,218	6,262	234	24,714	9,955	306	10,261
1975	20,806	6,401	229	27,436	10,299	286	10,585
1976	22,428	6,149	208	28,785	9,561	263	9,824
1977	24,989	5,994	211	31,194	9,243	264	9,507
1978	30,116	5,716	226	36,058	8,857	296	9,153
1979	41,452	5,829	229	47,510	9,081	290	9,371
1980	42,113	5,964	197	48,274	8,884	265	9,149
1981	32,424	5,645	216	38,285	8,660	262	8,922
1982	34,570	5,606	190	40,366	8,516	240	8,756
1983	34,069	5,603	183	39,855	8,262	235	8,497
1984	27,082	5,377	187	32,646	7,904	221	8,125
1985	26,754	5,760	185	32,699	8,465	214	8,679
1986	27,217	5,950	207	33,374	8,829	245	9,074
1987	27,884	6,156	193	34,233	9,135	236	9,371
1988	27,889	5,975	160	34,024	8,740	200	8,940
1989	27,883	5,520	162	33,565	8,139	192	8,331
1990	27,165	5,309	137	32,611	7,669	154	7,823
1991	28,302	5,220	151	33,673	7,655	171	7,826
1992	27,898	5,333	127	33,358	8,046	143	8,189
1993	19,284	5,480	134	24,898	8,033	153	8,186
1994	20,676	5,620	134	26,430	8,199	151	8,350
1995	21,759	5,015	135	26,909	7,472	157	7,629
1996	22,023	4,719	106	26,848	6,833	135	6,968
1997	20,402	5,125	130	25,657	7,619	164	7,783
1998	20,962	4,962	128	26,052	7,226	147	7,373
1999	20,938	5,476	150	26,564	8,035	189	8,224
2000	22,347	5,443	137	27,927	7,861	151	8,012
2001	22,631	4,911	140	27,682	6,964	167	7,131
2002	29,241 #	5,117	123	34,481	7,312	137	7,449
2003	35,561 #	5,454	136	41,151	7,684	148	7,832

* Minimum reporting limits for property damage only collisions were $100 as of 1950, $200 as of April 18, 1970, $500 as of Jan 1, 1984, and $1,000 as of Jan 1, 1993.

** Collision and victim counts prior to 1979 were published originally in the Province of Saskatchewan Motor Vehicle Accident annual reports.

Property damage only collisions in 2002 increased due to a change in reporting procedures

Collision History Rates - All Provincial Roads

Year	Registered Vehicles **	Licensed Drivers	Sask. Pop.*	Collision Rates C/100 Reg'ed Vehicles	Collision Rates C/100 Lic'd Drivers	Collision Rates C/100 Pop.	Casualty Collisions	Casualty Collision Rates C/100 Reg'ed Vehicles	Casualty Collision Rates C/100 Lic'd Drivers	Casualty Collision Rates C/100 Pop.
1964	396,741	411,623	942,000	4.48	4.32	1.89	4,146	1.05	1.01	0.00
1965	418,606	430,182	950,000	4.72	4.60	2.08	4,438	1.06	1.03	0.00
1966	438,558	442,490	955,400	4.94	4.90	2.27	4,554	1.04	1.03	0.00
1967	454,262	469,685	957,000	5.18	5.01	2.46	4,685	1.03	1.00	0.00
1968	464,017	474,068	960,000	4.74	4.64	2.29	4,551	0.98	0.96	0.00
1969	472,363	495,684	958,000	4.94	4.71	2.44	4,332	0.92	0.87	0.00
1970	464,405	487,678	941,000	4.02	3.83	1.98	4,421	0.95	0.91	0.00
1971	464,924	495,730	932,037	3.92	3.67	1.95	5,217	1.12	1.05	0.00
1972	496,214	517,829	920,780	3.99	3.82	2.15	5,781	1.17	1.12	0.00
1973	523,557	503,494	911,936	4.13	4.29	2.37	6,095	1.16	1.21	0.00
1974	568,918	518,252	908,455	4.34	4.77	2.72	6,496	1.14	1.25	0.00
1975	613,269	590,251	917,411	4.47	4.65	2.99	6,630	1.08	1.12	0.00
1976	653,408	598,604	931,620	4.41	4.81	3.09	6,357	0.97	1.06	0.00
1977	670,638	606,386	944,814	4.65	5.14	3.30	6,205	0.93	1.02	0.00
1978	621,770	560,972	951,943	5.80	6.43	3.79	5,942	0.96	1.06	0.00
1979	624,478	591,337	959,555	7.61	8.03	4.95	6,058	0.97	1.02	0.00
1980	677,680	603,115	967,369	7.12	8.00	4.99	6,161	0.91	1.02	0.00
1981	690,776	611,506	975,861	5.54	6.26	3.92	5,861	0.85	0.96	0.00
1982	684,358	621,837	987,253	5.90	6.49	4.09	5,796	0.85	0.93	0.00
1983	701,993	633,893	1,001,851	5.68	6.29	3.98	5,786	0.82	0.91	0.00
1984	719,856	642,358	1,015,476	4.54	5.08	3.21	5,564	0.77	0.87	0.00
1985	720,022	647,121	1,025,455	4.54	5.05	3.19	5,945	0.83	0.92	0.00
1986	735,626	649,989	1,029,254	4.54	5.13	3.24	6,157	0.84	0.95	0.00
1987	738,682	651,609	1,032,786	4.63	5.25	3.31	6,349	0.86	0.97	0.00
1988	726,605	647,445	1,028,050	4.68	5.26	3.31	6,135	0.84	0.95	0.00
1989	715,600	624,964	1,019,265	4.69	5.37	3.29	5,682	0.79	0.91	0.00
1990	702,653	638,600	1,007,115	4.64	5.11	3.24	5,446	0.78	0.85	0.00
1991	696,241	636,872	1,002,668	4.84	5.29	3.36	5,371	0.77	0.84	0.00
1992	707,123	640,428	1,003,987	4.72	5.21	3.32	5,460	0.77	0.85	0.00
1993	706,340	643,995	1,006,949	3.52	3.87	2.47	5,614	0.79	0.87	0.00
1994	705,388	645,723	1,009,685	3.75	4.09	2.62	5,754	0.82	0.89	0.00
1995	705,405	647,786	1,014,172	3.81	4.15	2.65	5,150	0.73	0.80	0.00
1996	717,098	654,973	1,019,459	3.74	4.10	2.63	4,825	0.67	0.74	0.00
1997	715,819	658,972	1,022,020	3.58	3.89	2.51	5,255	0.73	0.80	0.00
1998	715,381	662,810	1,024,875	3.64	3.93	2.54	5,090	0.71	0.77	0.00
1999	712,541	667,379	1,025,564	3.73	3.98	2.59	5,626	0.79	0.84	0.00
2000	716,723	666,266	1,021,963	3.90	4.19	2.73	5,580	0.78	0.84	0.00
2001	713,000	665,760	1,017,087	3.88	4.16	2.72	5,051	0.71	0.76	0.00
2002	721,999	666,374	1,011,808	4.78 #	5.17 #	3.41 #	5,240	0.73	0.79	0.00
2003	731,891	668,572	1,007,753	5.62 #	6.16 #	4.08 #	5,590	0.76 #	0.84	0.00

* Population - Statistics Canada July 1 Populations.

** Vehicle counts exclude motor toboggans (type 30), snowmobiles (type 31) and all trailers (types 50-61).

Property damage only collisions in 2002 increased due to a change in reporting procedures.

FATAL ACCIDENT LOCATIONS ON RURAL PROVINCIAL HIGHWAYS

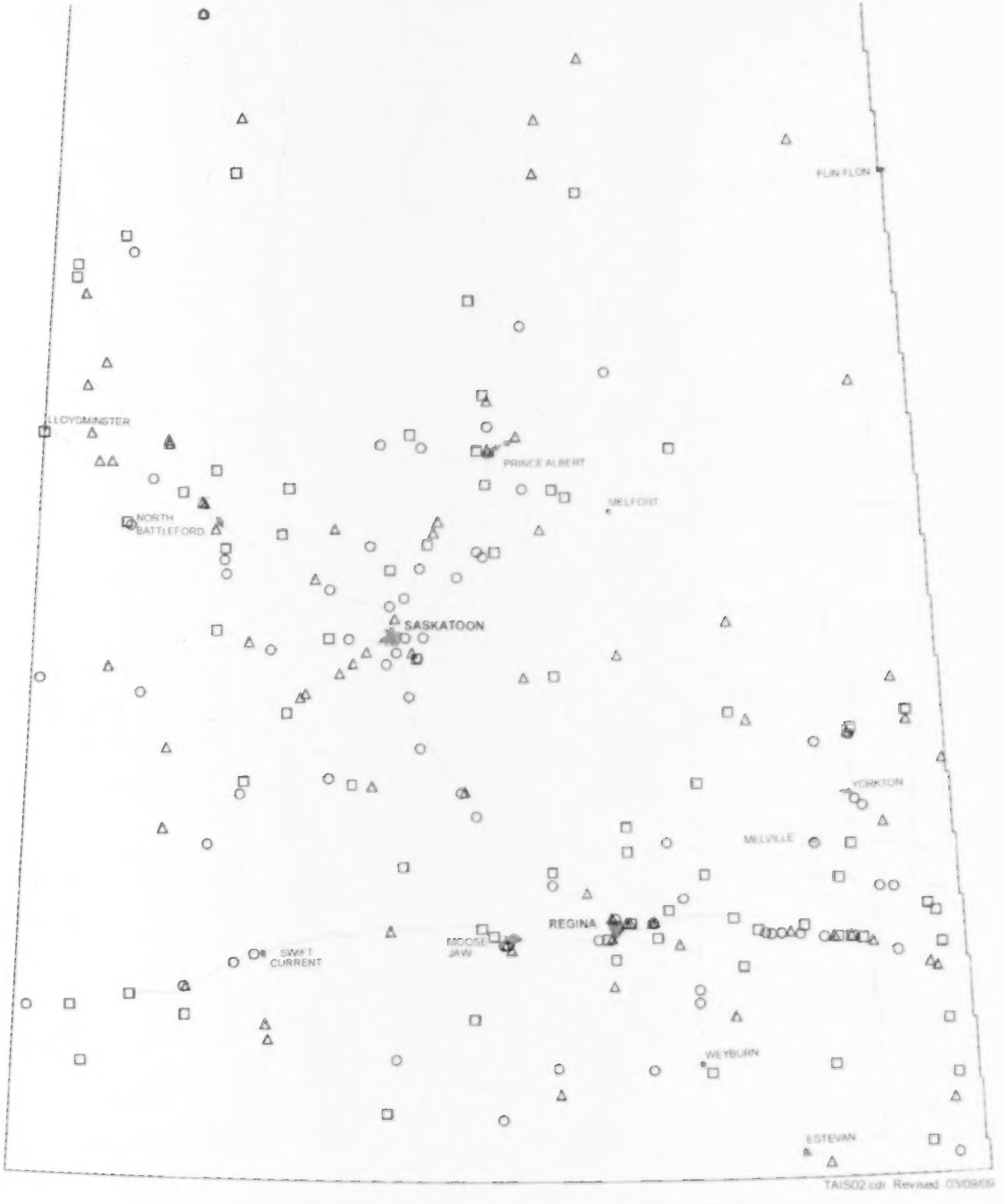
Note:

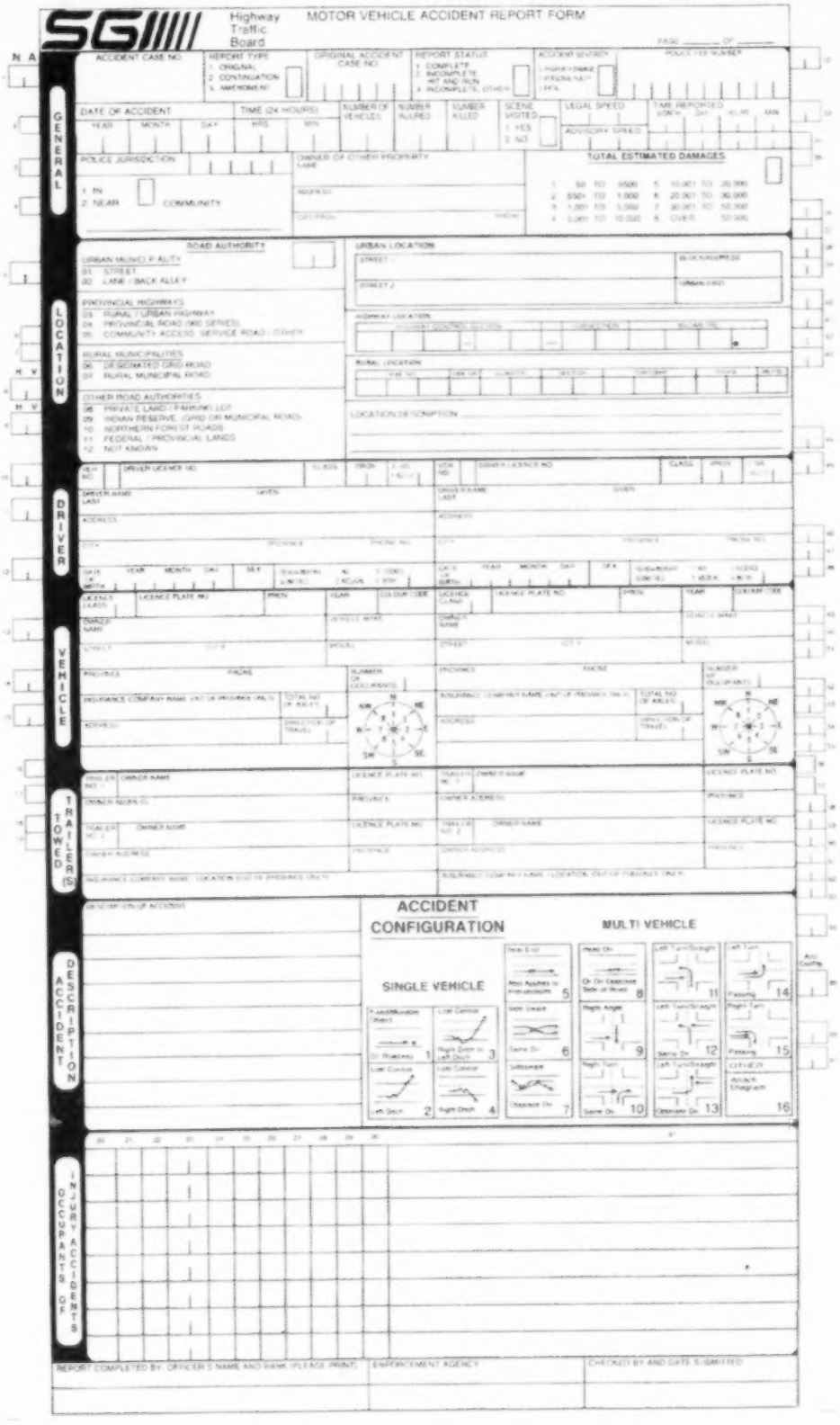
1. Fatal accidents on streets and rural municipal and other roads during the same period are not shown.

△ 2003 - 85 Persons were killed in 76 accidents

○ 2002 - 81 Persons were killed in 70 accidents

□ 2001 - 85 Persons were killed in 68 accidents




SGI Highway Traffic Board

MOTOR VEHICLE ACCIDENT REPORT FORM

GENERAL

LOCATION

DRIVER

VEHICLE

TRAILER(S) TOWED

ACCIDENT DESCRIPTION

ACCIDENT CONFIGURATION

SINGLE VEHICLE

MULTI VEHICLE

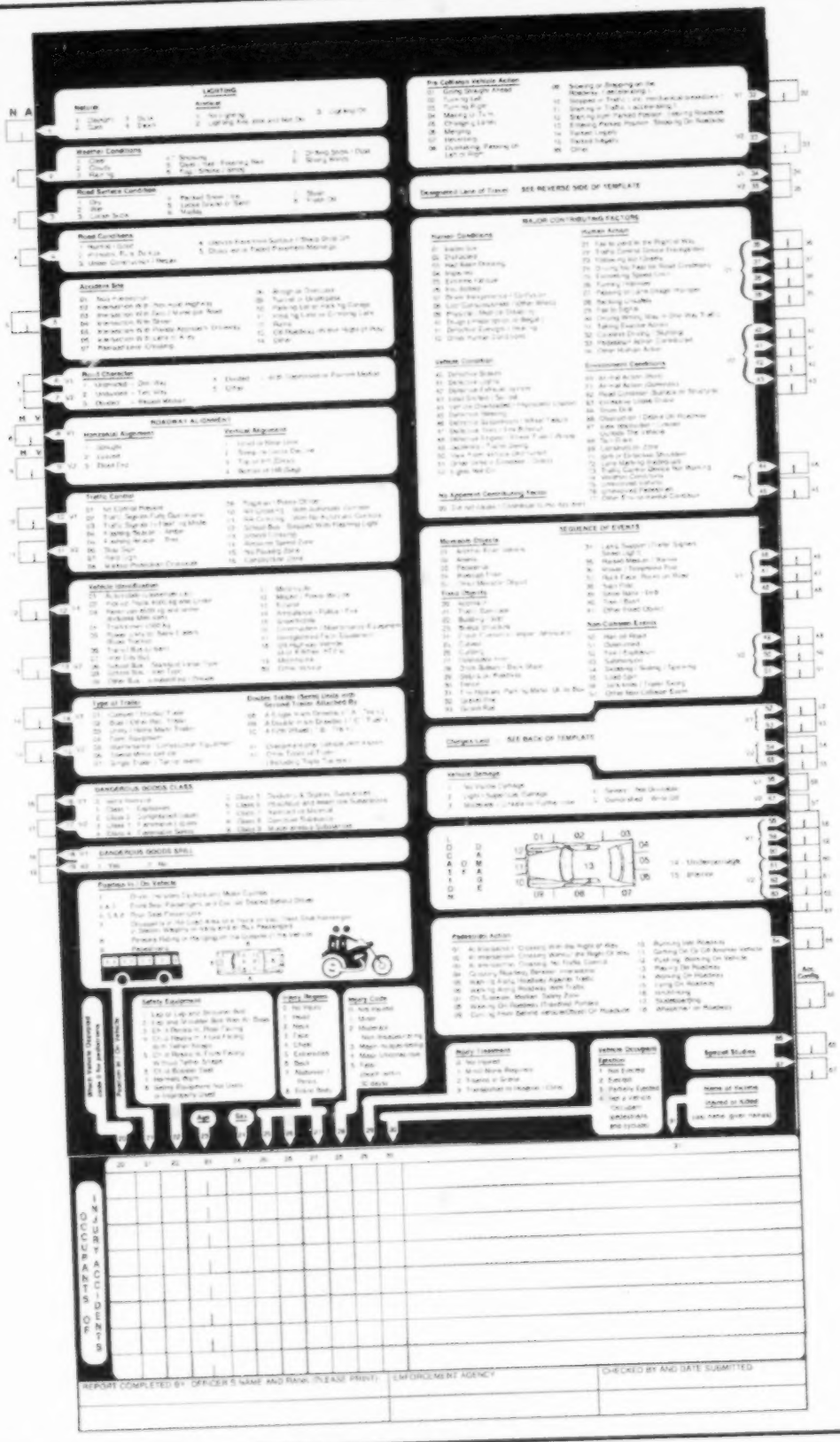
OCCUPANTS OF INJURY ACCIDENTS

REPORT COMPLETED BY: OFFICER'S NAME AND RANK (PLEASE PRINT)

ENFORCEMENT AGENCY

CHECKED BY AND DATE SUBMITTED

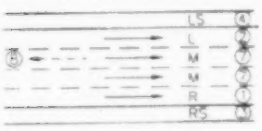
Appendix - A 4.1 Saskatchewan MVA Report Form Template - Front



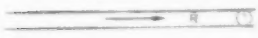
DESIGNATED LANE OF TRAVEL

ONE WAY TRAFFIC

MULTI LANE

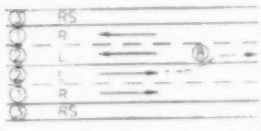


SINGLE LANE

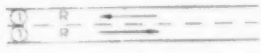


TWO WAY TRAFFIC

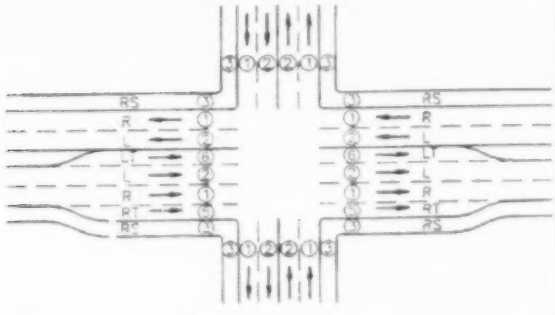
MULTI LANE



SINGLE LANE



INTERSECTIONS



Code	Abbreviation	Lane
1	R	Right most Driving Lane
2	L	Left most Driving Lane
3	RS	Right Shoulder
4	LS	Left Shoulder
5	RT	Right Turning Lane
6	LT	Left Turning Lane
7	M	Middle Driving Lane
8	O	Lane of Opposing Traffic

Alberta	AB	Ontario	ON
British Columbia	BC	Prince Edward Island	PE
Manitoba	MA	Quebec	PQ
New Brunswick	NB	Saskatchewan	SK
Newfoundland	NF	Yukon Territory	YT
Nova Scotia	NS	North West Territories	NW
Alabama	AL	Montana	MT
Alaska	AK	Nebraska	NE
Arizona	AZ	Nevada	NV
Arkansas	AR	New Hampshire	NH
California	CA	New Jersey	NJ
Colorado	CO	New Mexico	NM
Connecticut	CT	New York	NY
Delaware	DE	North Carolina	NC
District of Columbia	DC	North Dakota	ND
Florida	FL	Ohio	OH
Georgia	GA	Oklahoma	OK
Hawaii	HI	Oregon	OR
Idaho	ID	Pennsylvania	PA
Illinois	IL	Rhode Island	RI
Indiana	IN	South Carolina	SC
Iowa	IA	South Dakota	SD
Kansas	KS	Tennessee	TN
Kentucky	KY	Texas	TX
Louisiana	LA	Utah	UT
Maine	ME	Vermont	VT
Maryland	MD	Virginia	VA
Massachusetts	MH	Washington	WA
Michigan	MI	West Virginia	WV
Minnesota	MN	Wisconsin	WI
Mississippi	MS	Wyoming	WY
Missouri	MO	Puerto Rico	PR
		Mexico	MX
Canadian Armed Forces	CF		
International Licence	IR		
Other Foreign Licence	FE		

Colour Codes

White	01	Yellow	06	Grey	10
Black	02	Orange	07	Gold	11
Red	03	Purple	08	Silver	12
Green	04	Brown	09	Bronze	13
Blue	05			Other	14

Two-Tone Vehicle use most Predominant Colour

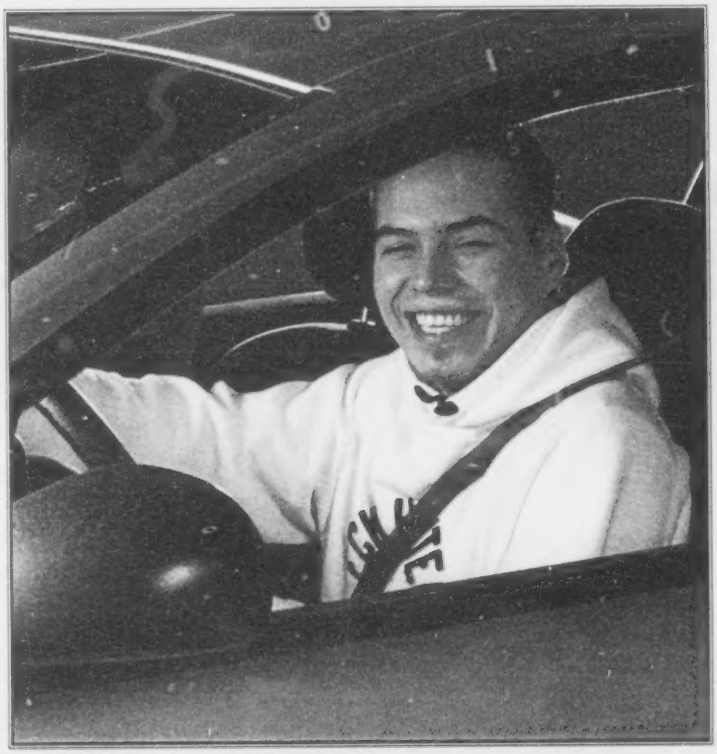
Codes for Charges Laid

CODE	CHARGE
10	Unregistered Vehicle
11	Disobey Stop Sign
12	Fail to Signal
13	Speed too Fast for Conditions
14	Drive Without Due Care and Attention
15	Follow too Closely
16	Passing on Right
17	Improper Lane Change
18	Improper Turn
19	Fail to Yield Right-of-Way
20	Passing When Unsafe
21	Driving Left of Centre
22	Driving Wrong Way on a One Way Street
23	Fail to Yield to Pedestrian
24	Fail to Report
25	Disobey Traffic Signal
26	Improper Parking on Highway or Street
27	Passing School Bus When Forbidden
28	Inadequate Brakes
29	Defective or Unauthorized Lights, Tires, Windshield or Bumper Height
30	Dangerous Driving
31	Drive While Disqualified
32	Criminal Negligence
33	Fail to Remain
34	Impaired Driving / Refuse Breath Test
35	Unsafe Backing
36	No Driver's Licence
37	Operator or Passenger Not Using Seatbelt
38	Speeding Past Highway Worker
39	Stunting
40	24 Hour Suspension
99	Other Offence

Unknown Information

An " X " can be coded to individual data fields if the information is unknown at the time of reporting. However, in cases where no information is known about a complete section such as a hit and run accident where no driver or vehicle data is available, one " x " at the beginning of the section will be sufficient.

Your life is a gift from the Creator. It's worth the extra few seconds it takes to buckle your seat belt.



SEAT BELTS *save lives.*

You may think you don't need a seat belt if you're only travelling on the reserve or a quiet rural road. But Owen Pelletier was driving down a quiet road when he lost control of his car and it rolled several times. Luckily, Owen is still alive today because he was wearing his seat belt.

SGI

Take care out there.

Wear a helmet every time you ride!

A bike helmet can greatly reduce the risk of injury to you and your family.

SGI
Take care out there.

FOR MORE INFORMATION CONTACT:

Traffic Accident Information System
Traffic Safety Program Evaluation
Auto Fund Div., SGI
4th Floor, 2260 – 11th Avenue
Regina, Saskatchewan
S4P 2N7

Phone: (306) 775-6668
Fax: (306) 775-6222
e-Mail: dmcnaughton@sgi.sk.ca
Web site: www.sgi.sk.ca

Published by authority of Auto Fund, SGI

SGI
Take care out there.